



Metro

*One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Room*

Agenda - Final

Thursday, March 19, 2026

11:00 AM

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Executive Management Committee

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Karen Bass, Vice Chair

Kathryn Barger

Jacquelyn Dupont-Walker

Janice Hahn

Hilda Solis

Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA RULES

(ALSO APPLIES TO BOARD COMMITTEES)

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A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the general public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for one (1) minute during this General Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

TECHNOLOGY DISRUPTIONS - Although staff will do their due diligence to restore service, if joining the meeting virtually, please be aware that the Committee or Board may continue its meeting notwithstanding a technical disruption that prevents members of the public from attending or observing the meeting via the two-way telephonic service or two-way audio visual platform.

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REMOVAL FROM THE BOARD ROOM - The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

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The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding coming before an agency involving a license, permit, or other entitlement for use including all contracts (other than competitively bid contracts that are required by law, agency policy, or agency rule to be awarded pursuant to a competitive process , labor contracts, personal employment contracts, contracts valued under \$50,000, contracts where no party receives financial compensation, contracts between two or more agencies, the periodic review or renewal of development agreements unless there is a material modification or amendment proposed to the agreement, the periodic review or renewal of competitively bid contracts unless there are material modifications or amendments proposed to the agreement that are valued at more than 10 percent of the value of the contract or fifty thousand dollars (\$50,000), whichever is less, and modifications of or amendments to any of the foregoing contracts, other than competitively bid contracts), shall disclose on the record of the proceeding any contributions in an amount of more than \$500 made within the preceding 12 months by the party, or the party's agent, to any officer of the agency. When a closed corporation is party to, or participant in, such a proceeding, the majority shareholder must make the same disclosure. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

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The Meeting begins at 11:00 AM Pacific Time on March 19, 2026; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-978-8818 and enter
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Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.

Instrucciones para comentarios publicos en vivo:

Los comentarios publicos en vivo se pueden dar por telefono o en persona.

La Reunion de la Junta comienza a las 11:00 AM, hora del Pacifico, el 19 de Marzo de 2026. Puedes unirse a la llamada 5 minutos antes del comienzo de la junta.

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Written Public Comment Instruction:

Written public comments must be received by 5PM the day before the meeting. Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."

Email: BoardClerk@metro.net

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Board Administration

One Gateway Plaza

MS: 99-3-1

Los Angeles, CA 90012

CALL TO ORDER**ROLL CALL**

APPROVE Consent Calendar Items: 20 and 21.

Consent Calendar items are approved by one motion unless held by a Director for discussion and/or separate action.

CONSENT CALENDAR**20. SUBJECT: ENERGY AND CLIMATE CONSULTANT SERVICES**[2025-1049](#)**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. AWARD a cost-plus fixed fee, task order-based Contract No. AE131392EN088, with TRC Engineers, Inc. (CA) for Energy and Climate Consultant Services, for a three-year base term in an amount Not-To-Exceed (NTE) \$18,078,000, plus two, one-year options in an amount not to exceed \$3,111,000 for each option year, for a total NTE amount of \$24,300,000, subject to the resolution of any properly submitted protests, if any;
- B. AWARD individual Task Orders and modifications up to the authorized NTE contract amount of \$3,900,000 or the project's authorized budget, whichever is less.

Attachments: [Attachment A - Types and Total Value Estimate of Projects - FY26 to FY31](#)
[Attachment B - Procurement Summary](#)
[Attachment C - DEOD Summary](#)
[Presentation](#)

21. SUBJECT: ADOPTION OF CODE OF CONDUCT FOR METRO ADVISORY BODIES[2026-0120](#)**RECOMMENDATION**

APPROVE amendment of Title 5 (Ethics) of Metro's Administrative Code to include the "Code of Conduct for Metro Advisory Bodies" (Attachment A), applicable to all members of Metro's advisory bodies.

Attachments: [Attachment A - Exhibit A: Code of Conduct for Advisory Bodies](#)
[Presentation](#)

NON-CONSENT

22. **SUBJECT: INFORMATION TECHNOLOGY DISRUPTION POLICY** [2026-0042](#)

RECOMMENDATION

AMEND the Board Rules and Procedures to include the Information Technology (IT) Disruption Policy (Attachment A) as required by State law.

(REQUIRES SEPARATE, SIMPLE MAJORITY VOTE OF THE BOARD)

Attachments: [Attachment A - Board Rules and Procedures, Section VII](#)
[Attachment B - SB 707 \(Durazo\)](#)
[Presentation](#)

23. **SUBJECT: FEDERAL AND STATE REPORT** [2026-0158](#)

RECOMMENDATION

RECEIVE AND FILE March 2026 Federal and State Legislative Report.

Attachments: [Presentation](#)

24. **SUBJECT: SENATE BILL 667** [2026-0160](#)

RECOMMENDATION

ADOPT the following staff recommended position:

SB 667 (Archuleta) - Railroads: Safety. Wayside Detectors. As amended January 22, 2026. - OPPOSE UNLESS AMENDED

Attachments: [Presentation](#)

25. **SUBJECT: METRO-LA28 MEMORANDUM OF UNDERSTANDING** [2026-0047](#)

RECOMMENDATION

APPROVE the Memorandum of Understanding (MOU) with the Los Angeles Organizing Committee for the Olympic and Paralympic Games 2028 (LA28) (Attachment A).

Attachments: [Attachment A - Memorandum of Understanding](#)
[Attachment B - Motion 42](#)
[Presentation](#)

26. SUBJECT: PUBLIC-PRIVATE PARTNERSHIPS (P3) TO SUPPORT REVENUE GENERATION MOTION[2026-0232](#)**RECOMMENDATION**

APPROVE Motion by Dutra, Sandoval, Najarian, Horvath, Yaroslavsky, and Dupont-Walker that the Board direct the Chief Executive Officer to return to the Board with a comprehensive P3 and Innovative Financing Strategy and Implementation Roadmap Plan with an initial report in July 2026 that includes a status on:

- A. Engaging the private sector to gauge industry interest and conditions needed for successful P3 participation, including market trends analysis to establish a refined conceptual framework for advancing P3 opportunities;
- B. Engaging organized labor to understand workforce considerations, concerns, and conditions necessary to support potential P3 delivery models, including dialogue to inform the development of a refined conceptual framework for advancing P3 opportunities;
- C. Evaluating P3 as a mechanism for schedule acceleration, financing, risk transfer, and private sector innovation, establishing when P3 delivery models can provide value compared to other delivery methods, informed by current private market capacity and conditions; and
- D. Project-specific updates, including outcomes for active workstreams discussed at the Budget Workshop, including the ongoing Sepulveda Transit Corridor financial assessment and other candidate transit capital projects.

WE FURTHER MOVE that the Board direct the CEO to report back to the Board every six months on progress in developing and advancing the P3 Innovative Financing Strategy and Implementation Roadmap Plan.

27. SUBJECT: COMMUTER RAIL STATION IN THE CITY OF PICO RIVERA 30% DESIGN AND ENVIRONMENTAL CLEARANCE MOTION[2026-0234](#)**RECOMMENDATION**

APPROVE Motion by Hahn, Dutra, and Solis that the Metro Board direct the Chief Executive Officer to advance the following objectives pertaining to the Pico Rivera Regional Rail Station:

- A. Continue coordination with CAHSR to ensure that their Final EIR/EIS and/or Supplemental EIR/EIS of the LA-to-Anaheim Project Section reflects a local decision regarding the Commerce Metrolink Station relocation mitigation in Pico Rivera;

- B. Identify and program resources, as funding allows, to advance up to 30% engineering design and preliminary environmental assessments;
- C. Coordinate with CAHSR to identify and program mitigation funding toward the station relocation in conjunction with the schedule for environmental clearance of this segment of the CAHSR;
- D. Coordinate with CAHSR on the necessary levels of environmental review they would undertake to ensure appropriate CEQA and NEPA clearances;
- E. Work collaboratively with corridor stakeholders and support robust community outreach and engagement throughout the 30% engineering design and preliminary environmental assessment phase; and
- F. Incorporate the Pico Rivera station location in the Metrolink work plan, the Regional Transportation Plan/Sustainable Communities Strategy, and other related planning documents.

WE FURTHER MOVE that the CEO report back to the Board no later than the September 2026 Board cycle with progress and next steps for the above-requested items.

SUBJECT: GENERAL PUBLIC COMMENT

[2026-0204](#)

RECEIVE General Public Comment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S SUBJECT MATTER JURISDICTION

Adjournment



Board Report

File #: 2025-1049, File Type: Contract

Agenda Number: 20.

EXECUTIVE MANAGEMENT COMMITTEE MARCH 19, 2026

SUBJECT: ENERGY AND CLIMATE CONSULTANT SERVICES

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD a cost-plus fixed fee, task order-based Contract No. AE131392EN088, with TRC Engineers, Inc. (CA) for Energy and Climate Consultant Services, for a three-year base term in an amount Not-To-Exceed (NTE) \$18,078,000, plus two, one-year options in an amount not to exceed \$3,111,000 for each option year, for a total NTE amount of \$24,300,000, subject to the resolution of any properly submitted protests, if any;
- B. AWARD individual Task Orders and modifications up to the authorized NTE contract amount of \$3,900,000 or the project's authorized budget, whichever is less.

ISSUE

Metro's energy choices have far-reaching implications for climate, air quality, community health, and the stability of our transportation network. Recognizing this, Metro has made long-term commitments to energy efficiency, renewable energy adoption, greenhouse gas reductions, climate adaptation, and systemwide energy resilience. These commitments have been in place since 2007, and are reaffirmed through the Board-approved 2019 Climate Action and Adaptation Plan, 2025 Climate Action and Adaptation Plan Update, the 2025 Energy Master Plan (EMP), and the 2020 *Moving Beyond Sustainability* (MBS) Strategic Plan and updates.

Energy and climate challenges are inseparable - more than half of Metro's climate strategy is dependent on energy management, energy resiliency, and renewable generation. Success, therefore, requires an integrated, fully coordinated approach. The recommended award for Contract No. AE131392EN088 for energy and climate consultant services provides that structure. This contract enables Metro to primarily implement the EMP and MBS-related strategies, protect human health and the environment, and ensure reliable operations while advancing a renewable, resilient, and cost-efficient energy future.

BACKGROUND

Metro's transition to a cleaner and more resilient transit system requires advanced energy planning and technical support. Metro's current Energy and Climate Consultant Services contracts-awarded in 2021-have provided essential capacity to deliver analyses, modeling, design guidance, and policy support for energy management, renewable deployment, and climate risk and adaptation planning. These consultant resources supported key milestones, including the development of Metro's Climate Action and Adaptation Plan, the establishment of a climate and energy resilience framework, and the integration of greenhouse gas reduction and climate policy into Metro's capital programs.

Looking forward, Metro's 2025 EMP confirms that energy demand will continue to rise sharply as the agency electrifies its bus fleet, expands rail service, deploys systemwide charging infrastructure, and meets Board-adopted climate commitments. Electricity consumption is projected to triple by 2050, and annual energy costs could grow from \$95 million today to more than \$500 million, driven by electrification, utility escalation, and grid constraints.

Meeting these challenges requires coordinated, agency-wide implementation of the EMP's strategies -reducing and managing energy use, expanding onsite renewable energy and storage, strengthening resilience against outages, and ensuring continuity of operations for riders who depend on Metro every day. Award of Contract No. AE131392EN088 ensures Metro has the right expertise available at the right time to carry this work forward efficiently, cost-effectively, and without interruption.

DISCUSSION

Energy has become a strategic requirement for Metro's operational reliability, fiscal stability, and climate commitments. As the system expands and our bus fleet electrifies, Metro's reliance on a resilient, well-managed energy supply will only increase. Proactive planning is essential to ensure we can maintain service and meet growing energy demands in a region facing grid instability and escalating costs.

Metro has already demonstrated the value of coordinated sustainability work: reducing resource use, cutting air pollutants and greenhouse gas emissions, improving operational efficiency, and generating reinvestable revenues through environmental markets. These results show the effectiveness of pairing internal staff with subject-matter experts to deliver technically complex programs.

Since the previous contract was authorized in 2021, Metro has transitioned from primarily planning and strategy development to large-scale implementation of energy and climate initiatives. The Board's adoption of the Energy Master Plan, the expansion of Moving Beyond Sustainability implementation, and the accelerated transition to a Zero-Emission Bus fleet have significantly increased the scope, complexity, and technical requirements of Metro's energy programs. In addition to engineering and deployment of charging infrastructure, renewable energy integration, energy supply management, and climate resiliency planning, Metro is now managing these initiatives as part of a broader sustainability ecosystem that integrates energy, climate, infrastructure, operations, and regional partnerships. This ecosystem-based approach requires coordinated technical expertise to ensure that energy investments, operational reliability, emissions reductions, and long-term infrastructure planning are aligned across the agency and with regional partners. As a result, the current contract reflects the expanded level of technical support required to implement these Board-

adopted strategies and manage the operational, financial, and reliability challenges associated with Metro's growing energy portfolio.

To sustain momentum and meet future needs, Metro continues to consolidate energy and climate consulting services under a single contract to align near-term implementation needs with long-range climate targets. Contract No. AE131392EN088 provides the flexible expertise required across engineering, planning, renewable energy deployment, climate adaptation, and resiliency. The consultant team will draw on a range of certified professionals, including licensed engineers, certified energy managers, commissioning agents, and sustainability specialists, to efficiently support Metro's programs on demand.

Awarding this contract positions Metro to more effectively execute on the short- and long-term climate energy goals of the MBS, the strategies of the Energy Master Plan, build a resilient and clean energy portfolio, and ensure reliable transit service for the communities that depend on us every day. Attachment A lists the major activities the consultant will provide as a service to Metro over the life of this contract.

DETERMINATION OF SAFETY IMPACT

The events of 2020 underscored Metro's role as a lifeline, especially during emergencies. When essential workers and vulnerable residents need mobility, Metro must stay in service. That makes energy reliability a core necessity for continuity of operations, not just a utility issue.

A stable and resilient power supply is fundamental to delivering safe, dependable transit. Metro must be able to operate even when the grid falters.

This Board action advances that goal by supporting the integrated management of Metro's energy and climate strategies. It strengthens reliability and resiliency, improves energy efficiency and system management, and supports a state of good repair, safeguarding long-term continuity of operations so Metro can serve Angelenos when it matters most.

FINANCIAL IMPACT

Contract No. AE131392EN088 will be an Indefinite Delivery/Indefinite Quantity (IDIQ) contract. No funds are obligated until a Metro authorized Contracting Officer issues a task order against a valid project budget. All task orders are to be individually negotiated, and the level of effort is to be fully defined before the authorization of any project-specific funds. Execution of work under those Task Orders within those CWO awards can continue beyond the contract end date.

Obligations and authorizations made within the total Contract Amount will be against specific project or operations budgets which make up the Board-approved Metro budget for any fiscal year. Specific funding for this contract will parallel the project approved by the Board under separate actions. The Deputy Chief Sustainability Officer, Chief Program Management Officer, and Project Managers for each project will be responsible for developing and overseeing the appropriate annual budgets.

Impact to Budget

The initial source of funds for this contract is included in the FY26 budget in the Sustainability Policy Cost Center 2150 under the following projects 205697: Distributed Energy Resources, 207187 Building Automation Integration Div9, 208615 Non-Revenue Fleet Electric Vehicle Charging, 210805 Energy Resiliency C Line & D18, 290009 Electric Vehicle Parking Equipment, 450001 Energy Conservation Initiative, 450002 Sustainability Design Guide, 450003 Sustainability Environment, and 450004 Carbon Emissions Greenhouse. .

Future task orders are to be negotiated individually, and the level of effort is to be fully defined before any project-specific funds are authorized for projects that would use these services. Task order awards and change modifications will be limited to the level of Board authorized annual or Life of Project budget.

The current funding sources for the existing capital and sustainability projects are operating-eligible funds and the Green Fund. Usage of bus and rail operating eligible funds will be limited to tasks directly associated with Operations.

EQUITY PLATFORM

Award of this contract advances Metro's Equity Platform by delivering energy reliability improvements that protect communities most dependent on transit. Lower-income riders, communities of color, people with disabilities, seniors, youth, and essential workers disproportionately rely on Metro for daily access to jobs, healthcare, and basic services-and they are the first and hardest hit when outages disrupt service. The EMP projects a 200% increase in electricity demand by 2050 and identifies three bus divisions and three park-and-ride facilities already operating in constrained utility zones, underscoring the urgency of strengthening system reliability to avoid disproportionate service impacts on equity-priority riders.

This contract supports tools and services that will help Metro transition from 46% renewable energy today toward 100% by 2035, expand distributed clean energy from 2.6 MW toward the 7.5 MW near-term target, and ultimately enable long-term onsite generation of up to 64 MW with storage-reducing the likelihood that outages leave communities without mobility options. Strengthening onsite power and resilience will particularly benefit frontline bus and rail operations that serve neighborhoods with limited access to private vehicles.

The work embedded in this contract aligns with the EMP's equity commitments, including continued use of the Equity Toolkit, integration of equity screens into project planning, and sustained engagement with CBO partners. By helping Metro reduce outage vulnerability, manage rising energy costs, and maintain reliable service, this contract advances systemwide equity while protecting those who rely on Metro the most.

TRC Engineers, Inc. (CA) made a 27% Disadvantaged Business Enterprise (DBE) commitment on this task order-based contract. However, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including suspension of goals and enforcement, effective October 3, 2025. Metro is currently reviewing the Interim Final Rule (IFR) to identify necessary program and procedural changes to ensure full compliance. Although the DBE

commitment is not a factor in the staff's recommendation, 10 certified small businesses are participating in this contract. This is noteworthy because small businesses are vital to the economy, as they drive job creation, foster innovation, and strengthen local communities.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through operational activities that will support Metro's need to implement advanced strategies to meet our energy and climate goals and further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This professional services contract advances Metro's strategic direction, supporting Initiative 5.2 (sound fiscal stewardship) and Initiative 5.4 (prudent business practices), while aligning with the principles of Vision 2028 Goal #1-providing high-quality mobility options-and Goal #2-delivering outstanding trip experiences.

The Energy and Climate Services contract will help implement the MBS and the Energy Master Plan by improving operational efficiency, expanding the use of clean and renewable energy, reducing costly retroactive upgrades, and strengthening the reliability and resiliency of the systems that power Metro's transit network. This work enables a transparent, data-driven approach to investment decisions, reduces long-term energy costs, and increases on-site clean energy generation-ensuring Metro's infrastructure remains dependable, cost-effective, and responsive to the needs of riders and communities across the region.

ALTERNATIVES CONSIDERED

Metro's sustainability and resiliency programs are entering a critical phase of execution. With more than 150 initiatives in motion-many tied directly to energy reliability, climate adaptation, and decarbonization-the scale of Metro's work now demands a flexible, efficient delivery model. Contract No. AE131392EN088 provides that capacity. Rather than permanently staffing every specialized function, Metro can strategically deploy expert support when and where needed, enabling the agency to advance priority work cost-effectively, even under fiscal constraints.

This contract will sustain delivery of the energy and climate commitments outlined in the MBS and the EMP by accelerating clean energy deployment, strengthening energy resilience, and positioning Metro to adapt to emerging grid, climate, and operational risks. This contract also enables Metro to scale resources up or down without long-term overhead, ensuring we can deliver critical work efficiently while preserving taxpayer value.

The alternative-procuring a series of one-off specialty contracts as needs arise-would slow implementation, drive higher cumulative administrative effort, and fragment delivery across programs that must move in coordination. Metro's sustainability support contracts provide the technical capacity necessary to advance strategic energy program implementation and meet climate objectives. Given the scale and integration of Metro's energy and climate initiatives, including support for major regional events, a coordinated programmatic contract structure is necessary to ensure efficient delivery. Failing to award this contract could materially delay or jeopardize delivery of the Board-adopted EMP and Metro's broader climate and resiliency commitments. Awarding this contract allows Metro to maintain momentum and continue building a cleaner, more reliable transportation system for the region.

NEXT STEPS

Upon Board approval, staff will execute Contract No. AE131392EN088 and proceed with issuing Task Orders as the need for these services arise. Material activities and work products related to the support provided by this contract will be included in Metro's annual sustainability report.

ATTACHMENTS

Attachment A - Types and Total Value Estimate of Projects - FY26 to FY31

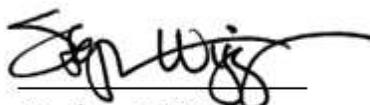
Procurement Summary

Attachment B - Procurement Summary

Attachment C - DEOD Summary

Prepared by: Cris B. Liban, Deputy Chief Sustainability Officer, (213) 922-2471
Uduak-Joe Ntuk, Senior Director, Environmental Compliance/Sustainability, (213) 523-9351
Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer (213) 922-4471

Reviewed by: Timothy Lindholm, Chief Program Management Officer (213) 922-7297



Stephanie Wiggins
Chief Executive Officer

Attachment C: Types and Total Value Estimate of Projects – FY26 to FY31

Contract No. AE131392EN088

Future Projects	FY26/27	FY28	FY29	FY30	FY31	Total Estimated Contract Value Including Option Years	Description of Services	Alignment with MBS and Other Documents
	Year 1	Year 2	Year 3	Year 4	Year 5			
Contractor Consultancy Only								
Energy and Climate Program Guidance								
Building Energy Management	\$1,300,000.00	\$2,600,000.00	\$3,900,000.00	\$1,300,000.00	\$1,300,000.00	\$10,400,000.00	Provide technical support for programs, projects, and initiatives focused on optimizing energy performance across Metro's facilities, maintenance yards, passenger stations, and administrative buildings. Services include energy efficiency planning, commissioning support, building automation optimization, electrification readiness, renewable integration, and state-of-good-repair coordination to ensure reliable and cost-effective facility operations.	Energy Master Plan and Moving Beyond Sustainability
Energy Supply and Vehicle Fuel	\$500,000.00	\$1,000,000.00	\$1,500,000.00	\$500,000.00	\$500,000.00	\$4,000,000.00	Provide advisory and engineering services related to energy procurement, rate optimization, renewable energy integration, vehicle fuel strategy, and long-term cost management. Services support emissions reduction goals while managing energy price volatility and supply reliability risks.	Energy Master Plan and Moving Beyond Sustainability
Climate Adaptation and Resilience	\$470,000.00	\$940,000.00	\$1,410,000.00	\$470,000.00	\$470,000.00	\$3,760,000.00	Support programs and projects that strengthen the resiliency of Metro's infrastructure and transit services to extreme weather events and long-term climate impacts. Services may include vulnerability assessments, adaptation planning, risk modeling, infrastructure hardening strategies, and integration of resiliency measures into capital and operational programs.	Energy Master Plan and Moving Beyond Sustainability
Air quality and GHG mitigation and monitoring	\$250,000.00	\$500,000.00	\$900,000.00	\$450,000.00	\$450,000.00	\$2,550,000.00	Provide technical services to support achievement of Metro's air quality and greenhouse gas reduction targets, including emissions modeling, regulatory compliance support, mitigation strategy development, and performance monitoring aligned with the Energy Master Plan and Moving Beyond Sustainability goals.	Energy Master Plan and Moving Beyond Sustainability
LA28 Olympic Support Services	\$100,000.00	\$200,000.00	\$150,000.00	\$0.00	\$0.00	\$450,000.00	Provide targeted energy and climate resiliency support for transportation infrastructure and operational programs associated with the 2028 Olympic and Paralympic Games. Services may include energy reliability planning, emissions tracking, temporary and permanent power strategies, and alignment of Games-related investments with long-term sustainability objectives.	Other Metro Strategic Documents
Other	\$393,000.00	\$786,000.00	\$1,179,000.00	\$391,000.00	\$391,000.00	\$3,140,000.00	Provide as-needed technical energy and climate services to support emerging regulatory requirements, operational priorities, and strategic initiatives of the Office of Sustainability and related departments.	Energy Master Plan, Moving Beyond Sustainability and Other Metro Strategic Documents
Overall ROM	\$3,013,000.00	\$6,026,000.00	\$9,039,000.00	\$3,111,000.00	\$3,111,000.00	\$24,300,000.00		

PROCUREMENT SUMMARY

ENERGY AND CLIMATE CONSULTANT SERVICES / AE131392EN088

1.	Contract Number: AE131392EN088	
2.	Recommended Vendor: TRC Engineers, Inc. (CA)	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: May 19, 2025	
	B. Advertised/Publicized: May 14, 2025	
	C. Pre-Proposal Conference: May 27, 2025	
	D. Proposals Due: August 18, 2025	
	E. Pre-Qualification Completed: November 12, 2025	
	F. Organizational Conflict of Interest Review Completed by Ethics: October 22, 2025	
	G. Protest Period End Date: 03/23/2026	
5.	Solicitations Downloaded: 75	Proposals Received: 3
6.	Contract Administrator: Helen Gates-Bryant	Telephone Number: (213) 922-1269
7.	Project Manager: Uduak-Joe Ntuk	Telephone Number: (213) 523-9351

A. Procurement Background

This Board Action is to approve Contract No. AE131392EN088 to TRC Engineers, Inc. (CA) to provide energy and climate consulting services on a Task Order basis to support various energy and climate projects, and authorize funding for the contract, in the Not-To-Exceed (NTE) amount of \$18,078,000 for the three-year base term, plus two, one year options in the NTE amount of \$3,111,000, for each option year. Board approval of contract award is subject to resolution of any properly submitted protest(s), if any.

The energy and climate services consultant will assist Metro's Office of Sustainability with the delivery of the overall sustainability and energy programs, projects and initiatives related to building energy management, energy supply and vehicle fuel, climate adaptation and resilience, air quality and GHG (Greenhouse Gas) monitoring and mitigation.

Request for Proposals (RFP) AE131392EN088 was issued on May 19, 2025 in accordance with Metro's Acquisition Policy, and California Government Code §4525-4529.5 for Architectural and Engineering (A&E) services. The contract type is a Cost Reimbursable-Plus Fixed Fee (CPFF) Indefinite Delivery / Indefinite Quantity. Task Orders will be issued and funded from the associated project budget as the need for services arises.

Four (4) Amendments were issued during the solicitation phase of this RFP and included the following summary updates:

- Amendment No. 1, issued on June 3, 2025, to add SBE/DVBE Forms 1-5 to Exhibit 1 and revise LOI-16 SBE/DVBE PROGRAMS.
- Amendment No. 2, issued on June 27, 2025, to extend the proposal due date.
- Amendment No. 3, issued on July 29, 2025 to extend the proposal due date.
- Amendment No. 4, issued on August 6, 2025 to revise Form 60 formatting, and revise Exhibit 14 Non-Collusion Affidavit and delete 1.2 Proposal Content (Schedule of Quantity and Pricing language).

A total of 75 downloads of the RFP were recorded on the planholders' list. A virtual pre-proposal conference was held on May 27, 2025, and was attended by 53 participants representing 19 firms.

A total of three (3) proposals were received on August 18, 2025, from the following firms listed below in alphabetical order:

1. GFT Infrastructure, Inc..
2. Kimley-Horn & Associates, Inc.
3. TRC Engineers, Inc. (CA)

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of Metro staff from Countywide Planning & Development, and Environmental Compliance/Sustainability was convened and conducted a comprehensive evaluation of the proposals received.

The PET independently evaluated the proposals based on the following evaluation criteria:

- | | |
|--|-----|
| • Qualifications and Experience of Firms and Firms Key Personnel | 35% |
| • Understanding of Work Appropriateness of Approach for Implementation | 25% |
| • Effectiveness of Management Plan | 20% |
| • Innovative Sustainable Practices and Experience | 20% |

Several factors were considered when developing these weights, giving the greatest importance to the Qualifications and Experience of Firms and Firms Key Personnel.

This is an A&E qualification-based procurement; therefore, price cannot and was not used as an evaluation factor pursuant to state and federal law.

Qualifications Summary of Recommended Consultant:

The evaluation performed by the PET determined that the proposal from TRC Engineers, Inc. (CA) demonstrated outstanding competence and professional qualifications for the performance of the services required and is determined to be the most qualified proposer. What distinguished TRC Engineers, Inc. (CA) was that it demonstrated, through their written proposal, extensive experience working with utilities, energy suppliers, and government agencies, providing energy advisory services, technical and engineering services, and sustainability planning, and providing a significant pool of personnel with expertise in meeting the requirements identified in the Scope of Services. TRC Engineers, Inc. (CA) also demonstrated a thorough understanding of managing multiple deliverables with an excellent record in client satisfaction on Metro projects and similar projects nationwide.

The proposal showcased a robust team with an emphasis on continuous improvement. The proposal exhibited the use of advanced digital solutions along with energy management expertise that expands capacity to deploy cutting-edge practices. They provided details that illustrate practices that directly support Metro's Moving Beyond Sustainability Plan and the LA28 Olympic Readiness. The proposer demonstrated a proven track record with Metro and other clients.

Furthermore, this team demonstrated that they are well versed in providing the Scope of Services and has the capabilities to provide staffing for the type of work that is required under this contract.

All three Proposers were determined to be in the competitive range and participated in Oral Presentations to the PET on October 8, 2025 and October 9, 2025. The results of the final scoring are shown below, in the order of their ranking:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	TRC Engineers, Inc. (CA)				
3	Qualifications and Experience of Firms and Firms Key Personnel	86.43	35%	30.25	
4	Understanding of Work Appropriateness of Approach for Implementation	86.64	25%	21.66	
5	Effectiveness of Management Plan	84.15	20%	16.83	
6	Innovative Sustainable Practices and Experience	80.05	20%	16.01	
7	Total		100.00%	84.75	1
8	GFT Infrastructure, Inc.				
9	Qualifications and Experience of Firms and Firms Key Personnel	86.40	35%	30.24	

10	Understanding of Work Appropriateness of Approach for Implementation	85.00	25%	21.25	
11	Effectiveness of Management Plan	78.65	20%	15.73	
12	Innovative Sustainable Practices and Experience	80.20	20%	16.04	
13	Total		100.00%	83.26	2
14	Kimley-Horn & Associates, Inc.				
15	Qualifications and Experience of Firms and Firms Key Personnel	83.31	35%	29.16	
16	Understanding of Work Appropriateness of Approach for Implementation	80.60	25%	20.15	
17	Effectiveness of Management Plan	81.20	20%	16.24	
18	Innovative Sustainable Practices and Experience	83.70	20%	16.74	
19	Total		100.00%	82.29	3

C. Cost/Price Analysis

A cost analysis of the elements of cost, including labor rates, indirect rates, and other direct costs was performed, including fact-finding, clarification and cost analysis to determine whether the cost factors are fair and reasonable. Metro negotiated and established indirect cost rates and, as appropriate, provisional indirect rates, plus a fixed fee factor to establish a fixed fee amount based on the total estimated cost to perform the Scope of Services. Task Orders will be issued and funded from the Project budget when specific tasks arise, subject to availability of funds.

Audits will be completed, where required, for those firms without a current applicable audit of their indirect cost rates, in accordance with Federal Acquisition Regulation (FAR) Part 31. In order to prevent any unnecessary delay in contract award, provisional overhead rates have been established subject to retroactive adjustments upon completion of any necessary audits and annual audits through the term of the contract.

Contract Period	Proposal Amount	Metro ICE	Recommended NTE Amount
Base 3 years	N/A	\$18,078,000.00	\$18,078,000.00
Option Year 1	N/A	\$3,111,000.00	\$3,111,000.00
Option Year 2	N/A	\$3,111,000.00	\$3,111,000.00

⁽¹⁾ A proposal amount was not applicable. This is a Cost Plus Fixed Fee (CPFF) Task Order Contract with no definable level of effort for the Scope of Services. Hourly labor rates, overhead and fee were negotiated and determined to be fair and reasonable.

D. Background on Recommended Contractor

TRC Engineers, Inc. (CA), located in downtown Los Angeles, is a national leader in the delivery of energy and climate consulting services with direct, relevant experience in energy advisory services, technical and engineering services, and sustainability planning. Their experience includes climate adaptation and resilience, building energy management, air quality and greenhouse gas monitoring/mitigation. Additionally, TRC Engineers, Inc. (CA) has been a trusted energy advisor to Metro for the last 12 years, collaborating with the Office of Sustainability and other departments on several projects and initiatives, including a non-revenue electrification plan, a building automation system integration roadmap and a solar PV operations and maintenance program.

DEOD SUMMARY

ENERGY AND CLIMATE CONSULTANT SERVICES/AE131392EN088

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established an overall 30% Disadvantaged Business Enterprise (DBE) goal on all task orders funded with federal dollars and 27% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goals on all task orders funded with state and/or local dollars for this task order-based contract. TRC Engineers, Inc. (TRC), met the SBE and DVBE goals by making overall 27% and 3% SBE/DVBE commitments, respectively.

While the Consultant made a DBE commitment, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes, to the DBE Program, including suspension of goals and enforcement, effective October 3, 2025. Metro is currently reviewing the Interim Final Rule (IFR) to identify necessary program and procedural changes to ensure full compliance. Although the DBE commitment is not a factor in the staff recommendation, there are ten certified small businesses participating in this contract.

Small Business Goal	27% SBE 3% DVBE	Small Business Commitment	27% SBE 3% DVBE
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	SBE Subcontractors	% Committed
1.	319Climate Inc.	TBD
2.	3COTECH, Inc.	TBD
3.	Circle Box Ventures, LLC	TBD
4.	GCAP Services, Inc.	TBD
5.	ICI Engineers, Inc.	TBD
6.	PacRim Engineering, Inc.	TBD
7.	Schweitzer & Associates, Inc.	TBD
8.	Sugarpine Consulting, Inc.	TBD
9.	Turner Engineering Corporation	TBD
	Total SBE Commitment	27%

	DVBE Subcontractors	% Committed
1.	GC Green Incorporated	TBD
	Total DVBE Commitment	3.00%

B. Local Small Business Preference Program (LSBE)

The LSBE Preference Program does not apply to Architecture and Engineering procurements. Pursuant to state and federal law, price cannot be used as an evaluation factor.

C. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

D. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

E. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.

F. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least \$50 million.

Energy and Climate Consultant Services Contract

Contract No. AE131392EN088

*Executive Management and Audit Committee
March 19, 2026
Board Report 2025-1049*

Recommended Board Action

AUTHORIZE the Chief Executive Officer to:

- A. AWARD a cost-plus fixed fee, task order-based Contract No. AE131392EN088, with TRC ENGINEERS, INC. (CA) for Energy and Climate Consultant Services, for a three-year base term in an amount Not-To-Exceed (NTE) \$18,078,000 plus two, one-year options in an amount not to exceed \$3,111,000 for each option year, for a total NTE amount of \$24,300,000, subject to the resolution of any properly submitted protests, if any;
- B. AWARD individual Task Orders and modifications up to the authorized NTE contract amount of \$3,900,000 or the project's authorized budget, whichever is less.

Background: Energy Management at Metro



6 ENERGY MANAGEMENT SYSTEMS

- + Adds resiliency**
- ≈ Moderates facility loads**
- Reduces costs of utility service upgrades**

5 ENERGY STORAGE SYSTEMS

- Batteries at bus and rail facilities for resiliency
- Energy storage systems for Traction Propulsion Substations
- ≈ Moderates facility loads**

1 BUS ELECTRIFICATION

- Electrification of Metro's fleets to zero-emission alternatives

- + Adds Resiliency (VPP)**
- + Adds new system load**

2 BUILDING AUTOMATION/ ENERGY EFFICIENCY

- Reduce energy spend**
- Reduces facility loads**

3 EV CHARGING + CHARGING LOAD MGMT

- Installation of charging infrastructure
- Manage charging load across Metro sites
- + Adds new facility load**
- ≈ Moderates facility loads**

4 SOLAR + STORAGE

- Deployment of solar at highest potential Metro divisions and facilities
- + Resiliency /Reliability**
- Reduces facility loads**



Background

Clean Energy Transition Requires Technical Depth:

- Advanced energy planning and engineering support are essential to deliver a reliable, low-carbon transit system.
- 2021 Energy & Climate Consultant contracts provided critical modeling, design guidance, and policy integration capacity.

Delivered Major Milestones:

- Developed Metro's Climate Action and Adaptation Plan (CAAP).
- Established a climate and energy resilience framework.
- Integrated GHG reduction and climate policy into capital programs.

Energy Demand Is Accelerating:

- 2025 Energy Master Plan projects electricity use will triple by 2050.
- Annual energy costs could increase from \$95M today to over \$500M.
- Growth driven by fleet electrification, rail expansion, charging infrastructure, and utility rate escalation.

Implementation Requires Agency-Wide Coordination:

- Reduce and actively manage energy use.
- Expand onsite renewables and battery storage. Strengthen resilience against grid outages.
- Ensure continuity of operations for daily riders.



No. AE131392EN088 Scope of Work

- **Building Energy Management** – programs, projects, and initiatives oriented towards reducing and managing Metro’s use of energy resources, maintaining state of good repair, and improving occupant health and comfort within existing and future buildings, maintenance facilities, passenger stations, and other structures.
- **Energy Supply and Vehicle Fuel** – programs, projects, and initiatives oriented towards reducing emissions and managing costs related to energy supply and vehicle fuel.
- **Climate Adaptation & Resilience** – programs, projects, and initiatives oriented towards increasing the resiliency of the Metro system and transit services to the effects of extreme weather events and long-term climate changes.
- **Air Quality and GHG Monitoring and Mitigation** – programs, projects, and initiatives oriented toward meeting Metro’s air quality and GHG emissions reduction goals.
- **Energy and Climate Services Non-Technical Concentrations including LA28 Olympic Support Services**



Issue and Discussion

ISSUE

- > As energy management underpins more than half of Metro's climate strategy and is critical to system reliability, Metro requires specialized technical consulting support to implement its Board-adopted Energy Master Plan and climate commitments while ensuring safe, resilient, and cost-effective transit operations.

DISCUSSION

- > As Metro expands and electrifies its fleet, reliable and resilient energy management is essential to maintaining service, controlling costs, and meeting Board-adopted climate commitments. Consolidating energy and climate consulting services under Contract No. AE131392EN088 provides the specialized technical expertise needed to implement the Energy Master Plan and Moving Beyond Sustainability strategies, strengthen operational resiliency, support major regional initiatives, and ensure continued delivery of safe, reliable, and cost-effective transit service.



Issue and Discussion

AWARDEE

> TRC ENGINEERS, INC. (CA)

EVALUATION CRITERIA	MAXIMUM POINTS	TRC ENGINEERS, INC. (CA)	GFT INFRASTRUCTURE, INC.	KIMLEY-HORN & ASSOCIATES, INC.
Qualifications and Experience of Firms and Firms Key Personnel	35	30.25	30.24	29.16
Understanding of Work Appropriateness of Approach for Implementation	25	21.66	21.25	20.15
Effectiveness of Management Plan	20	16.83	15.73	16.24
Innovative Sustainable Practices and Experience	20	16.01	16.04	16.74
Total Score	100	84.75	83.26	82.29



No. AE131392EN088 SBE Commitments

The Diversity and Economic Opportunity Department (DEOD) established an overall 30% Disadvantaged Business Enterprise (DBE) goal on all task orders funded with federal dollars and 27% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goals on all task orders funded with state and/or local dollars for this task order-based contract. TRC ENGINEERS, INC. (CA) met the SBE and DVBE goals by making overall 27% and 3% SBE/DVBE commitments, respectively.

There are 9 certified Small Businesses and one Disabled Veteran Business participating in this contract. This is noteworthy since small businesses are vital for the economy as they drive job creation, foster innovation, and strengthen local communities.

In the past energy and climate consulting contract, this same contractor achieved a 26% SBE rate with 9 certified small businesses over past 5 years.



Next Steps

Upon Board approval, staff will execute Contract No. AE131392EN088 and proceed with issuing Task Orders as the need for these services arise. Material activities and work products related to the support provided by this contract will be included in Metro's annual sustainability report.





Board Report

File #: 2026-0120, **File Type:** Ordinance / Administrative Code

Agenda Number: 21.

**EXECUTIVE MANAGEMENT COMMITTEE
MARCH 19, 2026**

SUBJECT: ADOPTION OF CODE OF CONDUCT FOR METRO ADVISORY BODIES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE amendment of Title 5 (Ethics) of Metro’s Administrative Code to include the “Code of Conduct for Metro Advisory Bodies” (Attachment A), applicable to all members of Metro’s advisory bodies.

ISSUE

Metro’s advisory bodies provide important input and advice to Metro staff and the Board of Directors on a range of policy, planning, operational, and community issues. Currently, there is no unified, formal Code of Conduct that applies consistently across all Metro advisory bodies.

The absence of a clear, uniform standard can lead to inconsistent expectations, uncertainty in addressing misconduct, and potential risk to Metro’s reputation and to the effectiveness of advisory bodies. Further, and most significantly, written expectations on professionalism to maintain a respectful and productive environment will minimize opportunities for misconduct by advisory body members. This Code helps ensure that disruptive activity is minimized so that advisory body members and Metro Staff are not subject to unwarranted, unwelcome, and problematic behavior that creates liability for Metro.

BACKGROUND

Metro’s advisory bodies, including but not limited to: the Community/Citizens’ Advisory Council, Transportation Business Advisory Council, Technical Advisory Committee and its subcommittees, Public Safety Advisory Committee, Accessibility Advisory Committee, Sustainability Council, Policy Advisory Council, Public Liability/Property Damage Claims Committee, Metro Youth Council, and Community Leadership Councils, play an important role in advising Metro.

These bodies are advisory only; they do not make governmental decisions under state law. Because of this fact, Metro advisory bodies historically have not had a uniform and consistent code of conduct apply to them in the same way that Metro employees, contractors, and Board Members do. Nonetheless, advisory body members often engage directly with the public, Metro staff, and the

Board, and their conduct can shape public perception of Metro and influence the effectiveness of Metro actions.

Metro employees and Board Members are already subject to a professional code of conduct through Metro's existing codes and related agency policies. The absence of a comparable framework for advisory bodies creates an inconsistency in expectations despite the important role these bodies play in Metro governance and public engagement.

Public Utilities Code § 130610 directs the Chief Ethics Officer to create agency codes of conduct that are subject to approval by the Metro Board.

DISCUSSION

The proposed Code of Conduct (Attachment A) is intended to:

- Establish clear expectations for professionalism and conduct in all advisory body activities, including maintaining a safe, respectful, and productive environment.
- Affirm Metro's commitment to nondiscrimination by prohibiting derogatory or offensive comments related to protected characteristics during advisory body work.
- Address abusive conduct by requiring respectful treatment of Metro employees, advisory body colleagues, and members of the public, and prohibiting egregious verbal attacks.
- Clarify expectations regarding confidential information, prohibiting its use or disclosure except in the performance of advisory body duties.
- Define appropriate use of Metro resources, ensuring that facilities, materials, equipment, information, intellectual property, and staff time are used solely in connection with advisory body duties.
- Establish the Code as controlling over any conflicting advisory body bylaw that is currently in effect.
- Provide a process for suspension and removal of members who violate the Code.
- Assign the Ethics Officer responsibility for advising on ethical issues and questions involving interpretation and application of the Code - something advisory bodies have historically requested.

While the Code establishes clear standards and enforcement mechanisms, Metro's intent is to address most concerns through de-escalation and corrective guidance. Staff will typically seek to resolve issues informally by reminding members of the Code and encouraging respectful participation before pursuing formal disciplinary processes. Escalation to suspension or removal would generally occur only if problematic conduct continues after these efforts or involves serious misconduct.

Notably, the Ethics Department conducted extensive research across many jurisdictions in California to inform standards set in the proposed Code. As an example, many of the general principles mirror the Bay Area Rapid Transit's (BART) advisory body code.

DETERMINATION OF SAFETY IMPACT

This action will not have a direct impact on the safety of Metro employees or customers; however, it will improve the professional work environment for Metro advisory bodies, Metro employees, and the public.

FINANCIAL IMPACT

Adoption of this Code of Conduct will not have a financial impact. Implementation will be carried out using existing staff resources as part of advisory body administration and Ethics Department compliance functions.
No additional funding is required.

EQUITY PLATFORM

The adoption of this Code supports the “Train and Grow” pillar of Metro’s Equity Platform by creating standards of conduct that set universal expectations regarding nondiscrimination to ensure a safe, inclusive environment not only for a diverse advisory body membership but also for Metro staff.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro’s significant investment in rail and bus transit.* Metro’s Board-adopted VMT reduction targets align with California’s statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it affects Metro operations, as it will encourage Metro’s advisory bodies to meet in a professional environment, increasing membership and participation without increasing VMT. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans’ Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Goal #5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

ALTERNATIVES CONSIDERED

Do Not Adopt a Formal Code of Conduct: Under this alternative, advisory bodies would continue to operate without a unified code. This is not recommended because it would maintain inconsistent expectations across bodies and limit Metro’s ability to respond consistently to misconduct.

NEXT STEPS

If the Board approves the recommendation, Title 5 of Metro's Administrative Code will be amended to include this Code of Conduct. Staff will distribute the Code to all advisory body members and include it in all future appointment and onboarding processes. Advisory Bodies will also have the opportunity to review, ask questions, and receive training on the Code. Staff in consultation with the Chief Ethics Officer, will finalize internal procedures for documenting alleged violations, initiating suspensions, and coordinating with nominating authorities on removal decisions.

ATTACHMENT

Attachment A - Exhibit A: Code of Conduct for Advisory Bodies

Prepared by: Paul Solis, Chief Ethics Officer (213) 922-2944

Reviewed by: Paul Solis, Chief Ethics Officer, (213) 922-2944

A handwritten signature in black ink, appearing to read "Paul Solis". The signature is written in a cursive, flowing style.

Chapter 5-40 Code of Conduct for Advisory Bodies

5-40-010 Applicability – MTA Advisory Bodies provide input and advice to the MTA and its Board of Directors. Since these bodies are advisory only, the actions and statements of Advisory Body Members do not reflect the official positions or policies of the MTA. This Code of Conduct applies to all members, including both voting and non-voting members as well as individual representatives of member organizations, of the MTA's Advisory Bodies.

The Advisory Bodies include, but are not limited to, the Community/Citizens' Advisory Council, Transportation Business Advisory Council, Technical Advisory Committee and its subcommittees, Public Safety Advisory Committee, Accessibility Advisory Committee, Sustainability Council, Policy Advisory Council, Public Liability/Property Damage Claims Committee, Metro Youth Council, and Community Leadership Councils. This Code applies to these Advisory Bodies as well as to any future Advisory Body which is created by state law or MTA action.

5-40-020 Professionalism – Members of Advisory Bodies shall conduct themselves in a manner consistent with the law, this Code of Conduct, MTA policies, and good judgment. Members shall not commit any act which may discredit the MTA or the Advisory Body. Speech or behavior that is likely to create an appearance of impropriety shall be avoided. Members shall not involve themselves in altercations or any other act of hostility with MTA employees, other Advisory Body members, or the public. Members shall not obstruct, delay, interfere, or otherwise impair the required operations of the Advisory Body. It is up to each member to maintain a professional, safe and productive environment.

5-40-030 Nondiscrimination – Members shall refrain from making derogatory or offensive comments, including those with any relation to race, color, religion, national origin, sex, age, physical disability, ancestry, mental disability, medical condition, marital status, sexual orientation, gender identity, gender expression, military and veteran status, genetic information, reproductive health decision-making, or any other classification similarly protected under relevant federal or state law, or other comments of a sexual nature during an Advisory Body meeting or relating to an Advisory Body's work.

5-40-040 Abusive Conduct – Members shall treat MTA employees, colleagues on the Advisory Body, and the public with respect and courtesy at all times. Members shall refrain from abusive conduct, including repeated or egregious verbal attacks, upon the character, motives, ethics, or morals of other members of the Advisory Body, other Advisory Bodies, MTA staff, MTA Board Members, members of the public, or anyone attending an Advisory Body meeting. This includes comments or behavior of a harassing nature, including but not limited to sexual, racial, or gender-based comments.

5-40-050 Conflicts of Interest – Members shall refrain from taking any action on any matter in which their personal interests or relationships existing outside the Advisory Body may impair their objectivity in conducting Advisory Body work. This section is not meant to restrict or prohibit associations and experience members may have with outside organizations or individuals which form a basis for the member’s selection to the Advisory Body.

5-40-060 Suspension and Removal – Any member who violates this Code of Conduct may be suspended by the CEO or their designee after consultation with the Chair or Vice Chair of the Advisory Body. The nominating authority for the suspended member shall consult with the CEO or their designee and the Advisory Body Chair or Vice Chair to review the member’s misconduct and determine whether the conduct justifies removal from the Advisory Body. Until the nominating authority makes such a determination, the suspended member may not participate on the Advisory Body. No member shall be suspended or removed without cause. MTA staff shall inform the Ethics Officer of any instance of any member’s noncompliance with this Code of Conduct and the Ethics Officer may advise MTA accordingly.

5-40-070 Confidential Information – Advisory Body members shall not use or disclose, other than in the performance of their official duties and responsibilities (or as may be required by law), confidential MTA information.

5-40-080 Use of MTA Resources – Advisory Body members shall not use or permit the use of MTA resources, including but not limited to facilities, materials, equipment, information, intellectual property such as trademarks and copyrighted material, and MTA staff time, for activities other than the performance of their duties as Advisory Body members.

5-40-090 Bylaws – In the event this Code of Conduct conflicts with any Advisory Body’s bylaws, this Code shall control. Nothing in this Code is intended to limit Advisory Bodies from implementing other removal procedures for matters unrelated to this Code, such as for attendance or neglecting duties.

5-40-100 Interpretation – The Ethics Officer is charged with advising the MTA regarding ethical issues and questions involving the interpretation and application of this Code of Conduct.

Code of Conduct for Metro Advisory Bodies



Metro[®]

**PAUL SOLIS, CHIEF ETHICS OFFICER
EXECUTIVE MANAGEMENT COMMITTEE
MARCH 19, 2026**



Amend Title 5 (Ethics) of Metro's Administrative Code to include the attached "Metro Advisory Bodies Code of Conduct" (Attachment A), applicable to all members of Metro's advisory bodies.



- The Ethics Dept. conducted extensive research across many jurisdictions in California to inform standards set in the proposed Code. As an example, many of the general principles mirror the Bay Area Rapid Transit's (BART) advisory body code.
- State law directs the Chief Ethics Officer to create agency Codes of Conduct subject to Board approval.
- The Ethics Dept. has met with, and answered questions from, advisory body leadership on the proposed Code.



- LA Metro's advisory bodies provide important input and advice to Metro staff and the Board of Directors on a range of policy, planning, operational, and community issues.
- Currently, there is no unified, formal Code of Conduct that applies consistently across all Metro advisory bodies, in the same manner as Codes applicable to other Metro groups (contractors, lobbyists, employees, service councils, and Board Members).
- Further, and most significant, misconduct by advisory body members can inhibit and disrupt important advisory functions and subject Metro staff and advisory body members to unwarranted, unwelcome, and problematic behavior that creates risk and liability for Metro.



The proposed Code of Conduct will:

- Establish clear expectations for professionalism.
- Affirm Metro's commitment to nondiscrimination.
- Address abusive conduct by requiring respectful treatment and prohibiting egregious verbal attacks.
- Clarify expectations regarding confidential information.
- Define appropriate use of Metro resources.
- Provide a process for suspension and removal of members who violate the Code.
- Assign the Ethics Officer responsibility for advising on ethical issues and questions involving interpretation and application of the Code – something advisory bodies have historically requested.





Board Report

File #: 2026-0042, File Type: Policy

Agenda Number: 22.

EXECUTIVE MANAGEMENT COMMITTEE MARCH 19, 2026

SUBJECT: INFORMATION TECHNOLOGY DISRUPTION POLICY

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AMEND the Board Rules and Procedures to include the Information Technology (IT) Disruption Policy (Attachment A) as required by State law.

(REQUIRES SEPARATE, SIMPLE MAJORITY VOTE OF THE BOARD)

ISSUE

SB 707 (Attachment B), signed into law in October 2025, updates and extends the relaxed teleconferencing options first authorized under Assembly Bill (AB) 2449 (Rubio). Such relaxed rules include the ability to participate in a public meeting from a remote location that is not accessible to the public, if certain requirements are met.

One requirement of SB 707 is approval of an IT Disruption Policy by July 1, 2026, by separate majority vote of the eligible legislative body. The policy must address how the Board will proceed with the business on its agenda if there are technical or telephonic challenges during a board meeting. SB 707 dictates procedures which have been incorporated into this policy.

BACKGROUND

SB 707 modernizes the Ralph M. Brown Act by extending the relaxed modifications set forth by AB 2449 in September 2022 and updating the teleconferencing rules for public meetings. SB 707 extends the relaxed teleconferencing rules under specified circumstances until January 1, 2030.

The Board qualifies as an “eligible legislative body” under SB 707. Among other things, SB 707 establishes new requirements for “eligible legislative bodies” related to:

- Public remote access to Committee and Board meetings via two-way audiovisual or telephonic participation;
- Captioning activation when using audiovisual platforms;
- Adoption of a service disruption policy for remote participation (by July 1, 2026); and

- Expanded accessibility and translation requirements for notices and websites (beginning July 1, 2026).

Metro is currently meeting all the above listed requirements, with this IT Disruption Policy being the final requirement needed to date.

DISCUSSION

SB 707 is rigid in its language for the requirements of the IT Disruption Policy that legislative bodies are required to approve prior to July 1, 2026. It addresses how the body will move forward if there is an IT outage that is momentary, or if the outage lasts for an extended time. This allows some flexibility for legislative bodies to continue with the business of their agendas if a technology disruption were to occur. The IT Disruption Policy mimics the requirements listed in SB 707, as shown below.

Notably, SB 707 provides that on or before July 1, 2026, an eligible legislative body shall approve at a noticed public meeting in open session, not on the consent calendar, a policy regarding disruption of telephonic or internet service occurring during meetings . . . The policy shall address the procedures for recessing and reconvening a meeting in the event of disruption and the efforts that the eligible legislative body shall make to attempt to restore the service.

Further, SB 707 states that if a disruption of telephonic or internet service that prevents members of the public from attending or observing the meeting via the two-way telephonic service or two-way audiovisual platform occurs during the meeting, the eligible legislative body shall recess the open session of the meeting for at least one hour and make a good faith attempt to restore the service. The eligible legislative body may meet in closed session during this period. The eligible legislative body shall not reconvene the open session of the meeting until at least one hour following the disruption, or until telephonic or internet service is restored, whichever is earlier.

Additionally, SB 707 provides that upon reconvening the open session, if telephonic or internet service has not been restored, the eligible legislative body shall adopt a finding by rollcall vote that good faith efforts to restore the telephonic or internet service have been made in accordance with the [adopted IT Disruption Policy] and that the public interest in continuing the meeting outweighs the public interest in remote public access.

DETERMINATION OF SAFETY IMPACT

This action does not have an impact on safety.

FINANCIAL IMPACT

There is no financial impact to this action.

EQUITY PLATFORM

This policy supports equitable access to Committee and Board meetings by establishing clear and

consistent procedures when telephonic or two-way audiovisual services are disrupted.

Remote public access plays an important role in allowing the public to observe and participate in meetings when in-person attendance is not possible. Establishing a transparent and consistent process to service disruptions supports inclusive public engagement, accountability and helps prevent temporary technology issues from limiting public access.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT.

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it continues to encourage the public to attend Board Meetings via remote options and allows the Board to continue to meet if there is an IT disruption lasting more than one hour during a Metro Board Meeting. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goal #5 to provide responsive, accountable, and trustworthy governance within the Metro organization by permitting Metro's Board to continue meeting during a prolonged IT disruption.

ALTERNATIVES CONSIDERED

The Board can choose not to adopt this policy. This is not recommended since adopting an IT Disruption Policy is required by State law in order to make all of the provisions of telephonic or two-way audio visual participation compliant.

NEXT STEPS

The Board Rules and Procedures document will be amended to reflect the adoption of this new policy.

ATTACHMENTS

Attachment A - Board Rules and Procedures, Section VII

Attachment B - SB 707 (Durazo)

Prepared by: Collette Langston, Board Clerk, (213) 922-2837

Reviewed by: Collette Langston, Board Clerk, (213) 922-2837

SECTION VII: INFORMATION TECHNOLOGY DISRUPTION POLICY

Adopted [Month Day Year]

- 7.1 Should there be a disruption of telephonic or internet service that prevents members of the public from attending or observing the meeting via the two-way telephonic service or two-way audiovisual platform that occurs during the meeting, the Board shall recess the open session of the meeting for at least one hour and make a good faith attempt to restore the service. The Board may meet in closed session during this period. The Board shall not reconvene the open session of the meeting until at least one hour following the disruption, or until telephonic or internet service is restored, whichever is earlier. Upon reconvening the open session, if telephonic or internet service has not been restored, the Board shall adopt a finding by rollcall vote that good faith efforts to restore the telephonic or internet service have been made in accordance with this policy and that the public interest in continuing the meeting outweighs the public interest in remote public access. Upon making such findings, the Board may continue to meet in open session.

Senate Bill No. 707**CHAPTER 327**

An act to amend Sections 54952.7, 54953, 54953.5, 54953.7, 54954.2, 54954.3, 54956, 54956.5, 54957.6, 54957.9, and 54957.95 of, to amend and repeal Section 54952.2 of, to add Sections 54953.8, 54953.8.1, 54953.8.2, and 54957.96 to, and to add and repeal Sections 54953.4, 54953.8.3, 54953.8.4, 54953.8.5, 54953.8.6, and 54953.8.7 of, the Government Code, relating to local government.

[Approved by Governor October 03, 2025. Filed with Secretary of State October 03, 2025.]

LEGISLATIVE COUNSEL'S DIGEST

SB 707, Durazo. Open meetings: meeting and teleconference requirements.

(1) Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate.

This bill would, beginning July 1, 2026, and until January 1, 2030, require an eligible legislative body, as defined, to comply with additional meeting requirements, including that, except as specified, all open and public meetings include an opportunity for members of the public to attend via a 2-way telephonic service or a 2-way audiovisual platform, as defined, and that the eligible legislative body take specified actions to encourage residents to participate in public meetings, as specified. The bill would require an eligible legislative body, on or before July 1, 2026, to approve at a noticed public meeting in open session a policy regarding disruption of telephonic or internet services occurring during meetings subject to these provisions, as specified, and would require the eligible legislative body to comply with certain requirements relating to disruption, including for certain disruptions, recessing the open session for at least one hour and making a good faith attempt to restore the service, as specified.

(2) Existing law prohibits a majority of the members of a legislative body, outside a meeting authorized by the act, from using a series of communications of any kind to discuss, deliberate, or take action on any item of business that is within the subject matter jurisdiction of the legislative body. Existing law defines “meetings” for these purposes to mean any congregation of a majority of the members of a legislative body at the same time and location, as specified, to hear, discuss, deliberate, or take action on any item that is within the subject matter jurisdiction of the legislative body. Until January 1, 2026, existing law excepts from the prohibition a member engaging in separate conversations or communications outside of a meeting with any other person using an internet-based social media platform for specified purposes, provided, among other things, that a majority of the members do not use the internet-based social media platform to discuss among themselves business of a specific nature that is within the subject matter jurisdiction of the legislative body.

This bill would make the above-described exception related to communications on an internet-based social media platform applicable indefinitely.

(3) Existing law requires a legislative body, prior to taking final action, to orally report a summary of a recommendation for a final action on specified forms of compensation for a local agency executive, as defined, during the open meeting in which the final action is to be taken.

This bill would also require the legislative body to make that oral report, as provided above, prior to taking final action on those specified forms of compensation for a department head or other similar administrative officer of

the local agency.

(4) Existing law requires a legislative body of a local agency or its designee, at least 72 hours before a regular meeting, to post an agenda that meets specified requirements, including that the agenda contain a brief general description of each item of business to be transacted or discussed at the meeting, as specified.

This bill would, beginning July 1, 2026, and until July 1, 2030, require the agenda for each meeting of an eligible legislative body, as defined, to be translated into all applicable languages. The bill would define “applicable languages” to mean languages, according to data from the most recent American Community Survey, spoken jointly by 20% or more of the applicable population, as specified, provided that 20% or more of the population that speaks that language that in that city or county speaks English less than “very well,” as specified, and except as provided.

Existing law requires every agenda for regular meetings to provide an opportunity for members of the public to directly address the legislative body on any item of interest of the public, as specified. Existing law specifies that the agenda is not required to provide an opportunity for members of the public to address the legislative body on any item that has already been considered by a committee, as specified, except if the item has been substantially changed since the committee heard the item, as determined by the legislative body.

This bill would add certain exceptions to the provision related to an item that has already been considered by a committee, including excepting committees whose primary subject matter jurisdiction focuses on elections, budgets, police oversight, privacy, removing from, or restricting access to, materials available in public libraries, or taxes or related spending proposals, except as specified.

(5) Existing law authorizes a legislative body of a local agency to require a copy of the act to be given to each member of the legislative body and specified persons elected to serve as a member of the legislative body, and authorizes an elected legislative body member to require a copy to be given to each member of each legislative body all or a majority of whose members are appointed by or under the authority of the elected legislative body.

This bill would instead require a local agency to provide a copy of the act to any person elected or appointed to serve as a member of a legislative body of the local agency.

Existing law authorizes legislative bodies of local agencies to impose requirements upon themselves which allow greater access to their meetings than prescribed by the minimal standards set forth in the act, and authorizes an elected legislative body of a local agency to also impose those requirements on those appointed legislative bodies of the local agency of which all or a majority of the members are appointed by or under the authority of the elected legislative body.

This bill would remove the above-described requirement that members of an appointed legislative body of a local agency must be appointed by or under the authority of the elected legislative body of a local agency in order for the elected legislative body to impose the above-described requirements on the appointed legislative body.

(6) Existing law provides any person attending an open and public meeting of a legislative body of a local agency with the right to record the proceedings with an audio or visual recorder or a still or motion picture camera, as specified.

This bill would remove the reference to an audio or visual recorder or a still or motion picture camera for purposes of recording the proceedings, as described above.

(7) Existing law authorizes a legislative body of a local agency to use teleconferencing, as specified, and requires a legislative body of a local agency that elects to use teleconferencing to comply with specified general requirements, including that the local agency post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum

of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction, except as specified.

Existing law authorizes members who are outside the jurisdiction of a health authority, as defined, that conducts a teleconferencing meeting to, notwithstanding the above-described general teleconference provisions, count towards the establishment of a quorum when participating in the teleconference if, among other things, at least 50% of the number of members that would establish a quorum are present within the boundaries of the territory over which the authority exercises jurisdiction.

Existing law authorizes, in certain circumstances, the legislative body of a local agency to use specified alternative teleconferencing which include provisions related to, among others, notice of the means by which members of the public may access the meeting and offer public comment and identifying and including an opportunity for all persons to attend via a call-in option or an internet-based service option. Those circumstances in which the legislative body of a local agency is authorized to use the alternative teleconferencing provisions include specified circumstances relating to a state of emergency, as defined, and, until January 1, 2026, subject to specified limitations, a member's need to participate remotely due to just cause, defined to include, among other things, a need related to a physical or mental disability, or emergency circumstances, as defined, if certain quorum and disclosure requirements are met.

Existing law also authorizes certain eligible legislative bodies, including neighborhood councils and student body associations and student-run community college organizations to, until January 1, 2026, use alternate teleconferencing if, among other requirements, the city council or board of trustees, as applicable, has adopted an authorizing resolution and $\frac{2}{3}$ of the neighborhood city council or specified student organization, as applicable, votes to use alternate teleconference provisions, as specified.

This bill would revise and recast the above-specified teleconferencing and alternative teleconferencing provisions to uniformly apply certain noticing, disclosure, accessibility, and public commenting provisions. The bill would require a legislative body of a local agency that elects to use teleconferencing pursuant to these alternative teleconferencing provisions to comply with, in addition to any other applicable requirements under the act, specified requirements, including that the legislative body provides at least either 2-way audiovisual platform or 2-way telephonic service and a live webcasting of the meeting as a means by which the public may, among other things, remotely hear and visually observe the meeting, and that a member of the legislative body who participates in a teleconference meeting from a remote location pursuant to these alternative teleconferencing provisions and the specific provision of law that the member relied upon to permit their participation by teleconferencing are listed in the minutes of the meeting. The bill would require a local agency to identify and make available to legislative bodies a list of one or more meeting locations that may be available for use by the legislative bodies to conduct their meetings.

The bill would specify that nothing in the bill's provisions is to be construed to prohibit a member of a legislative body with a disability, as defined, from participating in any meeting of the legislative body by remote participation as a reasonable accommodation pursuant to any applicable law. The bill would apply certain provisions relative to, among other things, quorum establishment to that circumstance.

The bill would instead authorize a health authority, as defined, to conduct a teleconference meeting pursuant to the above-described alternative teleconferencing provisions.

The bill would revise and recast the alternative teleconferencing provisions applicable in a state of emergency, as defined. The bill would also include a local emergency, as defined, as a circumstance in which a legislative body of a local agency is authorized to use the alternative teleconferencing provisions.

The bill would revise and recast the alternative teleconferencing provisions applicable in cases of a member's need to participate remotely due to just cause or emergency circumstances, as defined, to remove the provision applicable to emergency circumstances, to revise related definitions, including broadening the definition of just cause to include, among other things, a physical or family medical emergency that prevents a member from attending in person, and to require the minutes for a meeting to identify the specific provision of law that each

member relied upon to participate remotely, as specified. The bill would extend the authorization to use the alternative teleconferencing provision until January 1, 2030.

The bill would revise and recast the alternative teleconferencing provisions applicable to neighborhood councils and student body associations and student-run community college organizations. In regards to the alternative teleconferencing provisions applicable to student body associations and student-run community college organizations, the bill would exempt the California Online Community College from specified requirements for an in-person quorum, a physical location for public participation, and certain accommodations under the authorization, and remove the ability for a person with a disability that requires certain accommodations to count towards the in-person quorum requirement. The bill would specify that the student body associations and student-run community college organizations described above are those in any community college recognized within the California Community Colleges system, and would extend the authorization to the Student Senate for California Community Colleges. The bill would extend the authorization to use the alternative teleconferencing provisions applicable to neighborhood councils and student body associations and student-run community college organizations until January 1, 2030.

The bill would, until January 1, 2030, also authorize a specified subsidiary body of local agencies to conduct a teleconference meeting pursuant to the above-described alternative teleconferencing provisions, provided that it complies with the requirements for alternative teleconferencing described above and additional requirements, including that the subsidiary body designates one physical meeting location within the boundaries of the legislative body that created the subsidiary body where members of the subsidiary body who are not participating remotely shall be present and members of the public may physically attend, observe, hear, and participate in the meeting, as specified.

The bill would, until January 1, 2030, also authorize specified multijurisdictional bodies of local agencies to conduct a teleconference meeting pursuant to the above-described alternative teleconferencing provisions, provided that it complies with the requirements for alternative teleconferencing described above and additional requirements, including that the eligible multijurisdictional body has adopted a resolution that authorizes the multijurisdictional body to use teleconferencing at a regular meeting in open session.

The bill would specify that these teleconferencing provisions are cumulative, and would authorize a legislative body to elect to use any teleconferencing provisions that are applicable to a meeting, regardless of whether any other teleconferencing provisions would also be applicable to that meeting.

Existing law defines “teleconference” for purposes of the authorization for a legislative body of a local agency to use teleconferencing to mean a meeting of a legislative body, the members of which are in different locations, connected by electronic means, through either audio or video, or both.

This bill would specify that “teleconference” does not include the attendance of one or more members of a legislative body in a meeting of the body solely by watching or listening via webcasting or any other similar electronic medium that does not permit members to interactively speak, discuss, or deliberate on matters.

(8) Existing law authorizes a special meeting to be called any time by, among other persons, the presiding officer of the legislative body of a local agency, by delivering specified written notices and posting a notice on the local agency’s internet website, if the local agency has one. Existing law requires specified legislative bodies to comply with the internet website posting requirement.

The bill would remove the requirement that only specified legislative bodies comply with the internet website posting requirement, thereby imposing that requirement on all legislative bodies.

(9) Existing law authorizes a legislative body of a local agency to hold an emergency meeting without complying with specified notice and posting requirements in the case of emergency circumstances, as specified, and imposes various requirements under these provisions applicable to either legislative bodies generally or legislative bodies which are a school board.

This bill would remove the school board distinction from the above-described provisions, thereby imposing the same requirements to hold an emergency meeting on all legislative bodies of local agencies.

By imposing additional duties on legislative bodies of local agencies, the bill would impose a state-mandated local program.

(10) Existing law authorizes, in addition to other related specified authorizations, the presiding member of the legislative body conducting a meeting or their designee to remove, or cause the removal of, an individual for disrupting the meeting. Existing law defines “disrupting” for these purposes to mean engaging in behavior during a meeting of a legislative body that actually disrupts, disturbs, impedes, or renders infeasible the orderly conduct of the meeting, as specified.

This bill would specify that a meeting for purposes of that provision includes any teleconferenced meeting. The bill would specify that the existing authority of a legislative body or its presiding officer to remove or limit participation by persons who engage in behavior that actually disrupts, disturbs, impedes, or renders infeasible the orderly conduct of the meeting, as specified, applies to members of the public participating in a meeting via a 2-way telephonic service or a 2-way audiovisual platform, as those terms are defined.

(11) The bill would make other updates to references in the act.

(12) Existing constitutional provisions require that a statute that limits the right of access to the meetings of public bodies or the writings of public officials and agencies be adopted with findings demonstrating the interest protected by the limitation and the need for protecting that interest.

This bill would make legislative findings to that effect.

(13) The California Constitution requires local agencies, for the purpose of ensuring public access to the meetings of public bodies and the writings of public officials and agencies, to comply with a statutory enactment that amends or enacts laws relating to public records or open meetings and contains findings demonstrating that the enactment furthers the constitutional requirements relating to this purpose.

This bill would make legislative findings to that effect.

(14) The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities.

(15) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Digest Key

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: yes

Bill Text

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 54952.2 of the Government Code, as amended by Section 1 of Chapter 89 of the Statutes of 2020, is amended to read:

54952.2. (a) As used in this chapter, “meeting” means any congregation of a majority of the members of a legislative body at the same time and location, including teleconference location as permitted by Section 54953, to hear, discuss, deliberate, or take action on any item that is within the subject matter jurisdiction of the legislative body.

(b) (1) A majority of the members of a legislative body shall not, outside a meeting authorized by this chapter, use a series of communications of any kind, directly or through intermediaries, to discuss, deliberate, or take action on any item of business that is within the subject matter jurisdiction of the legislative body.

(2) Paragraph (1) shall not be construed as preventing an employee or official of a local agency, from engaging in separate conversations or communications outside of a meeting authorized by this chapter with members of a legislative body in order to answer questions or provide information regarding a matter that is within the subject matter jurisdiction of the local agency, if that person does not communicate to members of the legislative body the comments or position of any other member or members of the legislative body.

(3) (A) Paragraph (1) shall not be construed as preventing a member of the legislative body from engaging in separate conversations or communications on an internet-based social media platform to answer questions, provide information to the public, or to solicit information from the public regarding a matter that is within the subject matter jurisdiction of the legislative body provided that a majority of the members of the legislative body do not use the internet-based social media platform to discuss among themselves business of a specific nature that is within the subject matter jurisdiction of the legislative body. A member of the legislative body shall not respond directly to any communication on an internet-based social media platform regarding a matter that is within the subject matter jurisdiction of the legislative body that is made, posted, or shared by any other member of the legislative body.

(B) For purposes of this paragraph, all of the following definitions shall apply:

(i) “Discuss among themselves” means communications made, posted, or shared on an internet-based social media platform between members of a legislative body, including comments or use of digital icons that express reactions to communications made by other members of the legislative body.

(ii) “Internet-based social media platform” means an online service that is open and accessible to the public.

(iii) “Open and accessible to the public” means that members of the general public have the ability to access and participate, free of charge, in the social media platform without the approval by the social media platform or a person or entity other than the social media platform, including any forum and chatroom, and cannot be blocked from doing so, except when the internet-based social media platform determines that an individual violated its protocols or rules.

(c) Nothing in this section shall impose the requirements of this chapter upon any of the following:

(1) Individual contacts or conversations between a member of a legislative body and any other person that do not violate subdivision (b).

(2) The attendance of a majority of the members of a legislative body at a conference or similar gathering open to the public that involves a discussion of issues of general interest to the public or to public agencies of the type represented by the legislative body, provided that a majority of the members do not discuss among themselves, other than as part of the scheduled program, business of a specified nature that is within the subject matter jurisdiction of the local agency. Nothing in this paragraph is intended to allow members of the public free admission to a conference or similar gathering at which the organizers have required other participants or registrants to pay fees or charges as a condition of attendance.

(3) The attendance of a majority of the members of a legislative body at an open and publicized meeting organized to address a topic of local community concern by a person or organization other than the local agency, provided that a majority of the members do not discuss among themselves, other than as part of the scheduled program, business of a specific nature that is within the subject matter jurisdiction of the legislative body of the local agency.

(4) The attendance of a majority of the members of a legislative body at an open and noticed meeting of another body of the local agency, or at an open and noticed meeting of a legislative body of another local agency, provided that a majority of the members do not discuss among themselves, other than as part of the scheduled meeting, business of a specific nature that is within the subject matter jurisdiction of the legislative body of the local agency.

(5) The attendance of a majority of the members of a legislative body at a purely social or ceremonial occasion, provided that a majority of the members do not discuss among themselves business of a specific nature that is within the subject matter jurisdiction of the legislative body of the local agency.

(6) The attendance of a majority of the members of a legislative body at an open and noticed meeting of a standing committee of that body, provided that the members of the legislative body who are not members of the standing committee attend only as observers.

SEC. 2. Section 54952.2 of the Government Code, as added by Section 2 of Chapter 89 of the Statutes of 2020, is repealed.

SEC. 3. Section 54952.7 of the Government Code is amended to read:

54952.7. A local agency shall provide a copy of this chapter to any person elected or appointed to serve as a member of a legislative body of the local agency.

SEC. 4. Section 54953 of the Government Code, as amended by Section 2 of Chapter 534 of the Statutes of 2023, is amended to read:

54953. (a) All meetings of the legislative body of a local agency shall be open and public, and all persons shall be permitted to attend any meeting of the legislative body of a local agency, except as otherwise provided in this chapter.

(b) (1) Notwithstanding any other provision of law, the legislative body of a local agency may use teleconferencing for the benefit of the public and the legislative body of a local agency in connection with any meeting or proceeding authorized by law. The teleconferenced meeting or proceeding shall comply with all otherwise applicable requirements of this chapter and all otherwise applicable provisions of law relating to a specific type of meeting or proceeding.

(2) Teleconferencing, as authorized by this section, may be used for all purposes in connection with any meeting within the subject matter jurisdiction of the legislative body. If the legislative body of a local agency elects to use teleconferencing, the legislative body of a local agency shall comply with all of the following:

(A) All votes taken during a teleconferenced meeting shall be by rollcall.

(B) The teleconferenced meetings shall be conducted in a manner that protects the statutory and constitutional rights of the parties or the public appearing before the legislative body of a local agency.

(C) The legislative body shall give notice of the meeting and post agendas as otherwise required by this chapter.

(D) The legislative body shall allow members of the public to access the meeting and the agenda shall provide an opportunity for members of the public to address the legislative body directly pursuant to Section 54954.3.

- (3) If the legislative body of a local agency elects to use teleconferencing, it shall post agendas at all teleconference locations. Each teleconference location shall be identified in the notice and agenda of the meeting or proceeding, and each teleconference location shall be accessible to the public. During the teleconference, at least a quorum of the members of the legislative body shall participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction, except as expressly provided in this chapter.
- (4) The teleconferencing requirements of this subdivision shall not apply to remote participation described in subdivision (c).
- (c) (1) Nothing in this chapter shall be construed to prohibit a member of a legislative body with a disability from participating in any meeting of the legislative body by remote participation as a reasonable accommodation pursuant to any applicable law.
- (2) A member of a legislative body participating in a meeting by remote participation pursuant to this subdivision shall do both of the following:
- (A) The member shall participate through both audio and visual technology, except that any member with a disability, as defined in Section 12102 of Title 42 of the United States Code, may participate only through audio technology if a physical condition related to their disability results in a need to participate off camera.
- (B) The member shall disclose at the meeting before any action is taken, whether any other individuals 18 years of age or older are present in the room at the remote location with the member, and the general nature of the member's relationship with any of those individuals.
- (3) Remote participation under this subdivision shall be treated as in-person attendance at the physical meeting location for all purposes, including any requirement that a quorum of the legislative body participate from any particular location. The provisions of subdivision (b) and Sections 54953.8 to 54953.8.7, inclusive, shall not apply to remote participation under this subdivision.
- (d) (1) No legislative body shall take action by secret ballot, whether preliminary or final.
- (2) The legislative body of a local agency shall publicly report any action taken and the vote or abstention on that action of each member present for the action.
- (3) (A) Prior to taking final action, the legislative body shall orally report a summary of a recommendation for a final action on the salaries, salary schedules, or compensation paid in the form of fringe benefits of either of the following during the open meeting in which the final action is to be taken:
- (i) A local agency executive, as defined in subdivision (d) of Section 3511.1.
- (ii) A department head or other similar administrative officer of the local agency.
- (B) This paragraph shall not affect the public's right under the California Public Records Act (Division 10 (commencing with Section 7920.000) of Title 1) to inspect or copy records created or received in the process of developing the recommendation.
- (e) For purposes of this section, both of the following definitions apply:
- (1) "Disability" means a physical disability or a mental disability as those terms are defined in Section 12926 and used in Section 12926.1, or a disability as defined in Section 12102 of Title 42 of the United States Code.
- (2) (A) "Teleconference" means a meeting of a legislative body, the members of which are in different locations, connected by electronic means, through either audio or video, or both.

(B) Notwithstanding subparagraph (A), “teleconference” does not include one or more members watching or listening to a meeting via webcasting or any other similar electronic medium that does not permit members to interactively speak, discuss, or deliberate on matters.

(3) “Remote participation” means participation in a meeting by teleconference at a location other than any physical meeting location designated in the notice of the meeting.

SEC. 5. Section 54953.4 is added to the Government Code, to read:

54953.4. (a) The Legislature finds and declares that public access, including through translation of agendas as required by this section, is necessary for an informed populace. The Legislature encourages local agencies to adopt public access requirements that exceed the requirements of this chapter by translating additional languages, employing human translators, and conducting additional outreach.

(b) (1) In addition to any other applicable requirements of this chapter, a meeting held by a eligible legislative body pursuant to this chapter shall comply with both of the following requirements:

(A) (i) (I) (ia) All open and public meetings shall include an opportunity for members of the public to attend via a two-way telephonic service or a two-way audiovisual platform, except if adequate telephonic or internet service is not operational at the meeting location. If adequate telephonic or internet service is operational at the meeting location during only a portion of the meeting, the legislative body shall include an opportunity for members of the public to attend via a two-way telephonic service or a two-way audiovisual platform during that portion of the meeting.

(ib) (Ia) On or before July 1, 2026, an eligible legislative body shall approve at a noticed public meeting in open session, not on the consent calendar, a policy regarding disruption of telephonic or internet service occurring during meetings subject to this sub-subclause. The policy shall address the procedures for recessing and reconvening a meeting in the event of disruption and the efforts that the eligible legislative body shall make to attempt to restore the service.

(Ib) If a disruption of telephonic or internet service that prevents members of the public from attending or observing the meeting via the two-way telephonic service or two-way audiovisual platform occurs during the meeting, the eligible legislative body shall recess the open session of the meeting for at least one hour and make a good faith attempt to restore the service. The eligible legislative body may meet in closed session during this period. The eligible legislative body shall not reconvene the open session of the meeting until at least one hour following the disruption, or until telephonic or internet service is restored, whichever is earlier.

(Ic) Upon reconvening the open session, if telephonic or internet service has not been restored, the eligible legislative body shall adopt a finding by rollcall vote that good faith efforts to restore the telephonic or internet service have been made in accordance with the policy adopted pursuant to sub-sub-subclause (Ia) and that the public interest in continuing the meeting outweighs the public interest in remote public access.

(II) Subclause (I) does not apply to a meeting that is held to do any of the following:

(ia) Attend a judicial or administrative proceeding to which the local agency is a party.

(ib) Inspect real or personal property provided that the topic of the meeting is limited to items directly related to the real or personal property.

(ic) Meet with elected or appointed officials of the United States or the State of California, solely to discuss a legislative or regulatory issue affecting the local agency and over which the federal or state officials have jurisdiction.

(id) Meet in or nearby a facility owned by the agency, provided that the topic of the meeting is limited to items directly related to the facility.

(ie) Meet in an emergency situation pursuant to Section 54956.5.

(ii) If an eligible legislative body elects to provide a two-way audiovisual platform, the eligible legislative body shall publicly post and provide a call-in option, and activate any automatic captioning function during the meeting if an automatic captioning function is included with the two-way audiovisual platform. If an eligible legislative body does not elect to provide a two-way audiovisual platform, the eligible legislative body shall provide a two-way telephonic service for the public to participate in the meeting, pursuant to subclause (I).

(B) (i) All open and public meetings for which attendance via a two-way telephonic service or a two-way audiovisual platform is provided in accordance with paragraph (1) shall provide the public with an opportunity to provide public comment in accordance with Section 54954.3 via the two-way telephonic or two-way audiovisual platform, and ensure the opportunity for the members of the public participating via a two-way telephonic or two-way audiovisual platform to provide public comment with the same time allotment as a person attending a meeting in person.

(2) (A) An eligible legislative body shall reasonably assist members of the public who wish to translate a public meeting into any language or wish to receive interpretation provided by another member of the public, so long as the interpretation is not disrupting to the meeting, as defined in Section 54957.95. The eligible legislative body shall publicize instructions on how to request assistance under this subdivision. Assistance may include any of the following, as determined by the eligible legislative body:

(i) Arranging space for one or more interpreters at the meeting location.

(ii) Allowing extra time during the meeting for interpretation to occur.

(iii) Ensuring participants may utilize their personal equipment or reasonably access facilities for participants to access commercially available interpretation services.

(B) This section does not require an eligible legislative body to provide interpretation of any public meeting, however, an eligible legislative body may elect to provide interpretation of any public meeting.

(C) The eligible legislative body is not responsible for the content or accuracy of any interpretation facilitated, assisted with, or provided under this subdivision. An action shall not be commenced or maintained against the eligible legislative body arising from the content or accuracy of any interpretation facilitated, assisted with, or provided under this subdivision.

(3) An eligible legislative body shall take the following actions to encourage residents, including those in underrepresented communities and non-English-speaking communities, to participate in public meetings:

(A) Have in place a system for electronically accepting and fulfilling requests for meeting agendas and documents pursuant to Section 54954.1 through email or through an integrated agenda management platform. Information about how to make a request using this system shall be accessible through a prominent direct link posted on the primary internet website home page of the eligible legislative body.

(B) (i) Create and maintain an accessible internet webpage dedicated to public meetings that includes, or provides a link to, all of the following information:

(I) A general explanation of the public meeting process for the eligible legislative body.

(II) An explanation of the procedures for a member of the public to provide in-person or remote oral public comment during a public meeting or to submit written public comment.

(III) A calendar of all public meeting dates with calendar listings that include the date, time, and location of each public meeting.

(IV) The agenda posted online pursuant to paragraph (2) of subdivision (a) of Section 54954.2.

(ii) The eligible legislative body shall include a link to the webpage required by subparagraph (A) on the home page of the eligible legislative body's internet website.

(C) (i) Make reasonable efforts, as determined by the legislative body, to invite groups that do not traditionally participate in public meetings to attend those meetings, which may include, but are not limited to, all the following:

(I) Media organizations that provide news coverage in the jurisdiction of the eligible legislative body, including media organizations that serve non-English-speaking communities.

(II) Good government, civil rights, civic engagement, neighborhood, and community group organizations, or similar organizations that are active in the jurisdiction of the eligible legislative body, including organizations active in non-English-speaking communities.

(ii) Legislative bodies shall have broad discretion in the choice of reasonable efforts they make under this subparagraph. No action shall be commenced or maintained against an eligible legislative body arising from failing to provide public meeting information to any specific group pursuant to this subparagraph.

(c) (1) (A) The agenda for each meeting of an eligible legislative body shall be translated into all applicable languages, and each translation shall be posted in accordance with Section 54954.2. Each translation shall include instructions in the applicable language describing how to join the meeting by the telephonic or internet-based service option, including any requirements for registration for public comment.

(B) The accessible internet webpage provided under subparagraph (B) of paragraph (3) of subdivision (b) shall be translated into all applicable languages, and each translation shall be accessible through a prominent direct link posted on the primary internet website home page of the eligible legislative body.

(2) A translation made using a digital translation service shall satisfy the requirements of paragraph (1).

(3) The eligible legislative body shall make available a physical location that is freely accessible to the public in reasonable proximity to the physical location in which the agenda and translations are posted as described in paragraph (1), and shall allow members of the public to post additional translations of the agenda in that location.

(4) The eligible legislative body is not responsible for the content or accuracy of any translation provided pursuant to this subdivision. No action shall be commenced or maintained against an eligible legislative body arising from the content, accuracy, posting, or removal of any translation provided by the eligible legislative body or posted by any person pursuant to this subdivision.

(5) For the purposes of this section, the agenda does not include the entire agenda packet.

(d) This section shall not be construed to affect or supersede any other applicable civil rights, nondiscrimination, or public access laws.

(e) For purposes of this section, all of the following definitions apply:

(1) (A) "Applicable languages" means languages, according to data from the most recent American Community Survey, spoken jointly by 20 percent or more of the applicable population, provided that 20 percent or more of the population that speaks that language in that city or county speaks English less than "very well."

(B) For the purposes of subparagraph (A), the applicable population shall be determined as follows:

(i) For an eligible legislative body that is a city council or county board of supervisors, the applicable population shall be the population of the city or county.

(ii) For an eligible legislative body of a special district, the applicable population shall be either of the following, at the discretion of the board of directors of the special district:

(I) The population of the county with the greatest population within the boundaries of the special district.

(II) The population of the service area of the special district, if the special district has the data to determine what languages spoken by the population within its service area meet the requirements of paragraph (A).

(C) If more than three languages meet the criteria set forth in subparagraph (A), “applicable languages” shall mean the three languages described in subparagraph (A) that are spoken by the largest percentage of the population.

(D) An eligible legislative body may elect to determine the applicable languages based upon a source other than the most recent American Community Survey if it makes a finding, based upon substantial evidence, that the other source provides equally or more reliable data for the territory over which the eligible legislative body exercises jurisdiction.

(2) “Eligible legislative body” means any of the following:

(A) A city council of a city with a population of 30,000 or more.

(B) A county board of supervisors of a county, or city and county, with a population of 30,000 or more.

(C) A city council of a city located in a county with a population of 600,000 or more.

(D) The board of directors of a special district that has an internet website and meets any of the following conditions:

(i) The boundaries of the special district include the entirety of a county with a population of 600,000 or more, and the special district has over 200 full-time equivalent employees.

(ii) The special district has over 1,000 full-time equivalent employees.

(iii) The special district has annual revenues, based on the most recent Financial Transaction Report data published by the California State Controller, that exceed four hundred million dollars (\$400,000,000), adjusted annually for inflation commencing January 1, 2027, as measured by the percentage change in the California Consumer Price Index from January 1 of the prior year to January 1 of the current year, and the special district employs over 200 full-time equivalent employees.

(3) “Two-way audiovisual platform” means an online platform that provides participants with the ability to participate in a meeting via both an interactive video conference and a two-way telephonic service.

(4) “Two-way telephonic service” means a telephone service that does not require internet access and allows participants to dial a telephone number to listen and verbally participate.

(f) This section shall become operative on July 1, 2026.

(g) This section shall remain in effect only until January 1, 2030, and as of that date is repealed.

SEC. 6. Section 54953.5 of the Government Code is amended to read:

54953.5. (a) Any person attending an open and public meeting of a legislative body of a local agency shall have the right to record the proceedings in the absence of a reasonable finding by the legislative body of the local agency that the recording cannot continue without noise, illumination, or obstruction of view that constitutes, or would constitute, a persistent disruption of the proceedings.

(b) Any recording of an open and public meeting made for whatever purpose by or at the direction of the local agency shall be subject to inspection pursuant to the California Public Records Act (Division 10 (commencing with Section 7920.000) of Title 1), but, notwithstanding Section 34090, may be erased or destroyed 30 days after the recording. Any inspection of an audio or video recording shall be provided without charge on equipment made available by the local agency.

SEC. 7. Section 54953.7 of the Government Code is amended to read:

54953.7. Notwithstanding any other provision of law, legislative bodies of local agencies may impose requirements upon themselves which allow greater access to their meetings than prescribed by the minimal standards set forth in this chapter. In addition thereto, an elected legislative body of a local agency may impose those requirements on appointed legislative bodies of the local agency.

SEC. 8. Section 54953.8 is added to the Government Code, to read:

54953.8. (a) The legislative body of a local agency may use teleconferencing as authorized by subdivision (b) of Section 54953 without complying with the requirements of paragraph (3) of subdivision (b) of Section 54953 in any of the circumstances described in Sections 54953.8.1 to 54953.8.7, inclusive.

(b) A legislative body that holds a teleconference meeting pursuant to this section shall, in addition to any other applicable requirements of this chapter, comply with all of the following:

(1) The legislative body shall provide at least one of the following as a means by which the public may remotely hear and visually observe the meeting, and remotely address the legislative body:

(A) A two-way audiovisual platform.

(B) A two-way telephonic service and a live webcasting of the meeting.

(2) In each instance in which notice of the time of the teleconference meeting held pursuant to this section is otherwise given or the agenda for the meeting is otherwise posted, the legislative body shall also give notice of the means by which members of the public may access the meeting and offer public comment. The agenda shall identify and include an opportunity for all persons to attend via a call-in option or an internet-based service option.

(3) In the event of a disruption that prevents the legislative body from broadcasting the meeting to members of the public using the call-in option or internet-based service option, or in the event of a disruption within the local agency's control that prevents members of the public from offering public comments using the call-in option or internet-based service option, the legislative body shall take no further action on items appearing on the meeting agenda until public access to the meeting via the call-in option or internet-based service option is restored. Actions taken on agenda items during a disruption that prevents the legislative body from broadcasting the meeting may be challenged pursuant to Section 54960.1.

(4) The legislative body shall not require public comments to be submitted in advance of the meeting and must provide an opportunity for the public to address the legislative body and offer comment in real time.

(5) Notwithstanding Section 54953.3, an individual desiring to provide public comment through the use of an internet website, or other online platform, not under the control of the local legislative body, that requires registration to log in to a teleconference may be required to register as required by the third-party internet website or online platform to participate.

(6) (A) A legislative body that provides a timed public comment period for each agenda item shall not close the public comment period for the agenda item, or the opportunity to register, pursuant to paragraph (5), to provide public comment until that timed public comment period has elapsed.

(B) A legislative body that does not provide a timed public comment period, but takes public comment separately on each agenda item, shall allow a reasonable amount of time per agenda item to allow public members the opportunity to provide public comment, including time for members of the public to register pursuant to paragraph (5), or otherwise be recognized for the purpose of providing public comment.

(C) A legislative body that provides a timed general public comment period that does not correspond to a specific agenda item shall not close the public comment period or the opportunity to register, pursuant to paragraph (5), until the timed general public comment period has elapsed.

(7) Any member of the legislative body who participates in a teleconference meeting from a remote location pursuant to this section and the specific provision of law that the member relied upon to permit their participation by teleconferencing shall be listed in the minutes of the meeting.

(8) The legislative body shall have and implement a procedure for receiving and swiftly resolving requests for reasonable accommodation for individuals with disabilities, consistent with the federal Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132), and resolving any doubt in favor of accessibility. In each instance in which notice of the time of the meeting is otherwise given or the agenda for the meeting is otherwise posted, the legislative body shall also give notice of the procedure for receiving and resolving requests for accommodation.

(9) The legislative body shall conduct meetings subject to this chapter consistent with applicable civil rights and nondiscrimination laws.

(c) A local agency shall identify and make available to legislative bodies a list of one or more meeting locations that may be available for use by the legislative bodies to conduct their meetings.

(d) (1) Nothing in this section shall prohibit a legislative body from providing the public with additional teleconference locations.

(2) Nothing in this section shall prohibit a legislative body from providing the public with additional physical locations in which the public may observe and address the legislative body by electronic means.

(e) A member of a legislative body who participates in a teleconference meeting from a remote location pursuant to this section shall publicly disclose at the meeting before any action is taken whether any other individuals 18 years of age or older are present in the room at the remote location with the member, and the general nature of the member's relationship with those individuals.

(f) The teleconferencing provisions described in Section 54953 and Sections 54953.8.1 to 54953.8.7, inclusive, are cumulative. A legislative body may elect to use any teleconferencing provisions that are applicable to a meeting, regardless of whether any other teleconferencing provisions would also be applicable to that meeting.

(g) For purposes of this section, the following definitions apply:

(1) "Remote location" means a location from which a member of a legislative body participates in a meeting pursuant to paragraph (7) of subdivision (b), other than any physical meeting location designated in the notice of the meeting. Remote locations need not be accessible to the public.

(2) "Teleconference" means a meeting of a legislative body, the members of which are in different locations, connected by electronic means, through either audio or video, or both.

(3) "Two-way audiovisual platform" means an online platform that provides participants with the ability to participate in a meeting via both an interactive video conference and a two-way telephonic service. A two-way

audiovisual platform may be structured to disable the use of video for the public participants.

(4) “Two-way telephonic service” means a telephone service that does not require internet access and allows participants to dial a telephone number to listen and verbally participate.

(5) “Webcasting” means a streaming video broadcast online or on television, using streaming media technology to distribute a single content source to many simultaneous listeners and viewers.

SEC. 9. Section 54953.8.1 is added to the Government Code, to read:

54953.8.1. (a) A health authority may conduct a teleconference meeting pursuant to Section 54953.8, provided that it complies with the requirements of that section.

(b) Nothing in this section or Section 54953.8 shall be construed as discouraging health authority members from regularly meeting at a common physical site within the jurisdiction of the authority or from using teleconference locations within or near the jurisdiction of the authority.

(c) For purposes of this section, a health authority means any entity created pursuant to Sections 14018.7, 14087.31, 14087.35, 14087.36, 14087.38, and 14087.9605 of the Welfare and Institutions Code, any joint powers authority created pursuant to Article 1 (commencing with Section 6500) of Chapter 5 of Division 7 for the purpose of contracting pursuant to Section 14087.3 of the Welfare and Institutions Code, and any advisory committee to a county-sponsored health plan licensed pursuant to Chapter 2.2 (commencing with Section 1340) of Division 2 of the Health and Safety Code if the advisory committee has 12 or more members.

SEC. 10. Section 54953.8.2 is added to the Government Code, to read:

54953.8.2. (a) A legislative body of a local agency may conduct a teleconference meeting pursuant to Section 54953.8 during a proclaimed state of emergency or local emergency, provided that it complies with the requirements of that section and the teleconferencing is used in either of the following circumstances:

(1) For the purpose of determining, by majority vote, whether as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees.

(2) After a determination described in paragraph (1) is made that, as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees.

(b) If the state of emergency or local emergency remains active, in order to continue to teleconference pursuant to this section, the legislative body shall, no later than 45 days after teleconferencing for the first time pursuant to this section, and every 45 days thereafter, make the following findings by majority vote:

(1) The legislative body has reconsidered the circumstances of the state of emergency or local emergency.

(2) The state of emergency or local emergency continues to directly impact the ability of the members to meet safely in person.

(c) This section shall not be construed to require the legislative body to provide a physical location from which the public may attend or comment.

(d) Notwithstanding paragraph (1) of subdivision (b) of Section 54953.8, a legislative body conducting a teleconference meeting pursuant to this section may elect to use a two-way telephonic service without a live webcasting of the meeting.

(e) For purposes of this section, the following definitions apply:

(1) “Local emergency” means a condition of extreme peril to persons or property proclaimed by the governing body of the local agency affected, in accordance with Section 8630 of the California Emergency Services Act

(Chapter 7 (commencing with Section 8550) of Division 1 of Title 2), as defined in Section 8680.9, or a local health emergency declared pursuant to Section 101080 of the Health and Safety Code. Local emergency, as used in this section, refers only to local emergencies in the boundaries of the territory over which the local agency exercises jurisdiction.

(2) “State of emergency” means state of emergency proclaimed pursuant to Section 8625 of the California Emergency Services Act (Chapter 7 (commencing with Section 8550) of Division 1 of Title 2).

SEC. 11. Section 54953.8.3 is added to the Government Code, to read:

54953.8.3. (a) A legislative body of a local agency may conduct a teleconference meeting pursuant to Section 54953.8 if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda, which location shall be open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, provided that the legislative body complies with the requirements of Section 54953.8 and all of the following additional requirements:

(1) A member of the legislative body notifies the legislative body at the earliest opportunity possible, including at the start of a regular meeting, of their need to participate remotely for just cause, including a general description of the circumstances relating to their need to appear remotely at the given meeting.

(2) The member shall participate through both audio and visual technology.

(3) (A) The provisions of this subdivision shall not serve as a means for any member of a legislative body to participate in meetings of the legislative body solely by teleconference from a remote location for just cause for more than the following number of meetings, as applicable:

(i) Two meetings per year, if the legislative body regularly meets once per month or less.

(ii) Five meetings per year, if the legislative body regularly meets twice per month.

(iii) Seven meetings per year, if the legislative body regularly meets three or more times per month.

(B) For the purpose of counting meetings attended by teleconference under this paragraph, a “meeting” shall be defined as any number of meetings of the legislative body of a local agency that begin on the same calendar day.

(b) The minutes for the meeting shall identify the specific provision in subdivision (c) that each member relied upon to participate remotely. This subdivision shall not be construed to require the member to disclose any medical diagnosis or disability, or any personal medical information that is otherwise exempt under existing law, including, but not limited to, the Confidentiality of Medical Information Act (Chapter 1 (commencing with Section 56) of Part 2.6 of Division 1 of the Civil Code).

(c) For purposes of this section, “just cause” means any of the following:

(1) Childcare or caregiving need of a child, parent, grandparent, grandchild, sibling, spouse, or domestic partner that requires them to participate remotely. “Child,” “parent,” “grandparent,” “grandchild,” and “sibling” have the same meaning as those terms do in Section 12945.2.

(2) A contagious illness that prevents a member from attending in person.

(3) A need related to a physical or mental condition that is not subject to subdivision (c) of Section 54953.

(4) Travel while on official business of the legislative body or another state or local agency.

(5) An immunocompromised child, parent, grandparent, grandchild, sibling, spouse, or domestic partner of the member that requires the member to participate remotely.

(6) A physical or family medical emergency that prevents a member from attending in person.

(7) Military service obligations that result in a member being unable to attend in person because they are serving under official written orders for active duty, drill, annual training, or any other duty required as a member of the California National Guard or a United States Military Reserve organization that requires the member to be at least 50 miles outside the boundaries of the local agency.

(d) This section shall remain in effect only until January 1, 2030, and as of that date is repealed.

SEC. 12. Section 54953.8.4 is added to the Government Code, to read:

54953.8.4. (a) An eligible neighborhood council may conduct a teleconference meeting pursuant to Section 54953.8, provided that it complies with the requirements of that section and all of the following have occurred:

(1) (A) The city council for a city described in paragraph (2) of subdivision (b) considers whether to adopt a resolution to authorize eligible neighborhood councils to use teleconferencing as described in this section at an open and regular meeting.

(B) If the city council adopts a resolution described in subparagraph (A), an eligible neighborhood council may elect to use teleconferencing pursuant to this section if a majority of the eligible neighborhood council votes to do so. The eligible neighborhood council shall notify the city council if it elects to use teleconferencing pursuant to this section and its justification for doing so.

(C) Upon receiving notification from an eligible neighborhood council described in subparagraph (B), the city council may adopt a resolution to prohibit the eligible neighborhood council from using teleconferencing pursuant to this section.

(2) After completing the requirements of subparagraph (A) of paragraph (1), an eligible neighborhood council that holds a meeting pursuant to this subdivision shall do all of the following:

(A) At least a quorum of the members of the eligible neighborhood council shall participate from locations within the boundaries of the city in which the eligible neighborhood council is established.

(B) At least once per year, at least a quorum of the members of the eligible neighborhood council shall participate in person from a singular physical location that is open to the public and within the boundaries of the eligible neighborhood council.

(3) If the meeting is during regular business hours of the offices of the city council member that represents the area that includes the eligible neighborhood council, the eligible neighborhood council shall provide a publicly accessible physical location from which the public may attend or comment, which shall be the offices of the city council member who represents the area where the eligible neighborhood council is located, unless the eligible neighborhood council identifies an alternative location.

(4) If the meeting is outside regular business hours, the eligible neighborhood council shall make reasonable efforts to accommodate any member of the public that requests an accommodation to participate in the meeting.

(b) For purposes of this section, the following definitions apply:

(1) "Accommodation" means providing a publicly accessible physical location for the member of the public to participate from, providing access to technology necessary to participate in the meeting, or identifying locations or resources available that could provide the member of the public with an opportunity to participate in the meeting.

(2) "Eligible neighborhood council" means a neighborhood council that is an advisory body with the purpose to promote more citizen participation in government and make government more responsive to local needs

that is established pursuant to the charter of a city with a population of more than 3,000,000 people that is subject to this chapter.

(c) This section shall remain in effect only until January 1, 2030, and as of that date is repealed.

SEC. 13. Section 54953.8.5 is added to the Government Code, to read:

54953.8.5. (a) An eligible community college student organization may conduct a teleconference meeting pursuant to Section 54953.8, provided that it complies with the requirements of that section and all of the following additional requirements:

(1) An eligible community college student organization may only use teleconferencing as described in Section 54953.8 after all the following have occurred:

(A) The board of trustees for a community college district considers whether to adopt a resolution to authorize eligible community college student organizations to use teleconferencing as described in this section at an open and regular meeting.

(B) If the board of trustees for a community college district adopts a resolution described in subparagraph (A), an eligible community college student organization may elect to use teleconferencing pursuant to this section if a majority of the eligible community college student organization votes to do so. The eligible community college student organization shall notify the board of trustees if it elects to use teleconferencing pursuant to this section and its justification for doing so.

(C) Upon receiving notification from an eligible community college student organization as described in subparagraph (B), the board of trustees may adopt a resolution to prohibit the eligible community college student organization from using teleconferencing pursuant to this section.

(D) (i) Except as specified in clause (ii), at least a quorum of the members of the eligible community college student organization shall participate from a singular physical location that is accessible to the public and is within the community college district in which the eligible community college student organization is established.

(ii) The requirements described in clause (i) shall not apply to the California Online Community College.

(iii) Notwithstanding the requirements of clause (i), a person may count toward the establishment of a quorum pursuant to clause (i) regardless of whether the person is participating at the in-person location of the meeting or remotely if the person meets any of the following criteria:

(I) The person is under 18 years of age.

(II) The person is incarcerated.

(III) The person is unable to disclose the location that they are participating from because of either of the following circumstances:

(ia) The person has been issued a protective court order, including, but not limited to, a domestic violence restraining order.

(ib) The person is participating in a program that has to remain confidential, including, but not limited to, an independent living program.

(IV) The person provides childcare or caregiving to a child, parent, grandparent, grandchild, sibling, spouse, or domestic partner that requires them to participate remotely. For purposes of this

subclause, “child,” “parent,” “grandparent,” “grandchild,” and “sibling” have the same meaning as those terms are defined in Section 12945.2.

(2) An eligible community college student organization that holds a meeting by teleconference as described in Section 54953.8 shall do the following, as applicable:

(A) (i) Except as specified in subparagraph (B), if the meeting is during regular business hours of the offices of the board of trustees of the community college district, the eligible community college student organization shall provide a publicly accessible physical location from which the public may attend or comment, which shall be the offices of the board of trustees of the community college district, unless the eligible community college student organization identifies an alternative location.

(ii) Except as specified in subparagraph (B), if the meeting is outside regular business hours, the eligible community college student organization shall make reasonable efforts to accommodate any member of the public that requests an accommodation to participate in the meeting. For the purposes of this subparagraph, “accommodation” means providing a publicly accessible physical location for the member of the public to participate from, providing access to technology necessary to participate in the meeting, or identifying locations or resources available that could provide the member of the public with an opportunity to participate in the meeting.

(B) The requirements described in subparagraph (A) shall not apply to the California Online Community College.

(b) For purposes of this section, “eligible community college student organization” means a student body association organized pursuant to Section 76060 of the Education Code, or any other student-run community college organization that is required to comply with the meeting requirements of this chapter, that is in any community college recognized within the California Community Colleges system and includes the Student Senate for California Community Colleges.

(c) This section shall remain in effect only until January 1, 2030, and as of that date is repealed.

SEC. 14. Section 54953.8.6 is added to the Government Code, to read:

54953.8.6. (a) An eligible subsidiary body may conduct a teleconference meeting pursuant to Section 54953.8, provided that it complies with the requirements of that section and all of the following additional requirements:

(1) The eligible subsidiary body shall designate one physical meeting location within the boundaries of the legislative body that created the eligible subsidiary body where members of the subsidiary body who are not participating remotely shall be present and members of the public may physically attend, observe, hear, and participate in the meeting. At least one staff member of the eligible subsidiary body or the legislative body that created the eligible subsidiary body shall be present at the physical meeting location during the meeting. The eligible subsidiary body shall post the agenda at the physical meeting location, but need not post the agenda at a remote location.

(2) (A) A member of the eligible subsidiary body shall visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform, except if the member has a physical or mental condition not subject to subdivision (c) of Section 54953 that results in a need to participate off camera.

(B) The visual appearance of a member of the eligible subsidiary body on camera may cease only when the appearance would be technologically infeasible, including, but not limited to, when the member experiences a lack of reliable broadband or internet connectivity that would be remedied by joining without video.

(C) If a member of the eligible subsidiary body does not appear on camera due to challenges with internet connectivity, the member shall announce the reason for their nonappearance prior to turning off their

camera.

(3) An elected official serving as a member of an eligible subsidiary body in their official capacity shall not participate in a meeting of the eligible subsidiary body by teleconferencing pursuant to this section unless the use of teleconferencing complies with the requirements of paragraph (3) of subdivision (b) of Section 54953.

(4) (A) In order to use teleconferencing pursuant to this section, the legislative body that established the eligible subsidiary body by charter, ordinance, resolution, or other formal action shall make the following findings by majority vote before the eligible subsidiary body uses teleconferencing pursuant to this section for the first time, and every six months thereafter:

(i) The legislative body has considered the circumstances of the eligible subsidiary body.

(ii) Teleconference meetings of the eligible subsidiary body would enhance public access to meetings of the eligible subsidiary body, and the public has been made aware of the type of remote participation, including audio-visual or telephonic, that will be made available at a regularly scheduled meeting and has been provided the opportunity to comment at an in-person meeting of the legislative body authorizing the subsidiary body to meet entirely remotely.

(iii) Teleconference meetings of the eligible subsidiary body would promote the attraction, retention, and diversity of eligible subsidiary body members.

(B) (i) An eligible subsidiary body authorized to use teleconferencing pursuant to this section may request to present any recommendations it develops to the legislative body that created it.

(ii) Upon receiving a request described in clause (i), the legislative body that created the subsidiary body shall hold a discussion at a regular meeting held within 60 days after the legislative body receives the request, or if the legislative body does not have another regular meeting scheduled within 60 days after the legislative body receives the request, at the next regular meeting after the request is received.

(iii) The discussion required by clause (ii) shall not be placed on a consent calendar, but may be combined with the legislative body's subsequent consideration of the findings described in subparagraph (A) for the following 12 months.

(iv) The legislative body shall not take any action on any recommendations included in the report of a subsidiary body until the next regular meeting of the legislative body following the discussion described in clause (ii).

(C) After the legislative body makes the findings described in subparagraph (A), the eligible subsidiary body shall approve the use of teleconferencing by majority vote before using teleconference pursuant to this section.

(D) The legislative body that created the eligible subsidiary body may elect to prohibit the eligible subsidiary body from using teleconferencing pursuant to this section at any time.

(b) (1) For purposes of this section, "eligible subsidiary body" means a legislative body that meets all of the following:

(A) Is described in subdivision (b) of Section 54952.

(B) Serves exclusively in an advisory capacity.

(C) Is not authorized to take final action on legislation, regulations, contracts, licenses, permits, or any other entitlements, grants, or allocations of funds.

(D) Does not have primary subject matter jurisdiction, as defined by the charter, an ordinance, a resolution, or any formal action of the legislative body that created the subsidiary body, that focuses on elections, budgets, police oversight, privacy, removing from, or restricting access to, materials available in public libraries, or taxes or related spending proposals.

(2) An eligible subsidiary body may include members who are elected officials, members who are not elected officials, or any combination thereof.

(c) This section shall remain in effect only until January 1, 2030, and as of that date is repealed.

SEC. 15. Section 54953.8.7 is added to the Government Code, to read:

54953.8.7. (a) An eligible multijurisdictional body may conduct a teleconference meeting pursuant to Section 54953.8, provided that it complies with the requirements of that section and all of the following additional requirements:

(1) The eligible multijurisdictional body has adopted a resolution that authorizes the eligible multijurisdictional body to use teleconferencing pursuant to this section at a regular meeting in open session.

(2) At least a quorum of the members of the eligible multijurisdictional body shall participate from one or more physical locations that are open to the public and within the boundaries of the territory over which the local agency exercises jurisdiction.

(3) A member of the eligible multijurisdictional body who receives compensation for their service on the eligible multijurisdictional body shall participate from a physical location that is open to the public. For purposes of this paragraph, “compensation” does not include reimbursement for actual and necessary expenses.

(4) A member of the eligible multijurisdictional body may participate from a remote location provided that:

(A) The eligible multijurisdictional body identifies each member of the eligible multijurisdictional body who plans to participate remotely in the agenda.

(B) The member shall participate through both audio and visual technology.

(5) A member of the eligible multijurisdictional body shall not participate in a meeting remotely pursuant to this section, unless the location from which the member participates is more than 20 miles each way from any physical location of the meeting described in paragraph (2).

(6) The provisions of this section shall not serve as a means for any member of a legislative body to participate in meetings of the legislative body solely by teleconference from a remote location for more than the following number of meetings, as applicable:

(A) Two meetings per year, if the legislative body regularly meets once per month or less.

(B) Five meetings per year, if the legislative body regularly meets twice per month.

(C) Seven meetings per year, if the legislative body regularly meets three or more times per month.

(D) For the purpose of counting meetings attended by teleconference under this paragraph, a “meeting” shall be defined as any number of meetings of the legislative body of a local agency that begin on the same calendar day.

(b) For the purposes of this section, both of the following definitions apply:

(1) “Eligible multijurisdictional body” means a multijurisdictional board, commission, or advisory body of a multijurisdictional, cross-county agency, the membership of which board, commission, or advisory body is

appointed, and the board, commission, or advisory body is otherwise subject to this chapter.

(2) “Multijurisdictional” means either of the following:

(A) A legislative body that includes representatives from more than one county, city, city and county, or special district.

(B) A legislative body of a joint powers entity formed pursuant to an agreement entered into in accordance with Article 1 (commencing with Section 6500) of Chapter 5 of Division 7 of Title 1.

(c) This section shall remain in effect only until January 1, 2030, and as of that date is repealed.

SEC. 16. Section 54954.2 of the Government Code, as amended by Section 92 of Chapter 131 of the Statutes of 2023, is amended to read:

54954.2. (a) (1) At least 72 hours before a regular meeting, the legislative body of the local agency, or its designee, shall post an agenda that meets all of the following requirements:

(A) The agenda shall contain a brief general description of each item of business to be transacted or discussed at the meeting, including items to be discussed in closed session. A brief general description of an item generally need not exceed 20 words.

(B) The agenda shall specify the time and location of the regular meeting and shall be posted in a location that is freely accessible to members of the public and on the local agency’s internet website, if the local agency has one.

(C) (i) If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132), and the federal rules and regulations adopted in implementation thereof.

(ii) The agenda shall include information regarding how, to whom, and when a request for disability-related modification or accommodation, including auxiliary aids or services, may be made by a person with a disability who requires a modification or accommodation in order to participate in the public meeting.

(2) For a meeting occurring on and after January 1, 2019, of a legislative body of a city, county, city and county, special district, school district, or political subdivision established by the state that has an internet website, the following provisions shall apply:

(A) An online posting of an agenda shall be posted on the primary internet website home page of a city, county, city and county, special district, school district, or political subdivision established by the state that is accessible through a prominent, direct link to the current agenda. The direct link to the agenda shall not be in a contextual menu; however, a link in addition to the direct link to the agenda may be accessible through a contextual menu.

(B) An online posting of an agenda, including, but not limited to, an agenda posted in an integrated agenda management platform, shall be posted in an open format that meets all of the following requirements:

(i) Retrievable, downloadable, indexable, and electronically searchable by commonly used internet search applications.

(ii) Platform independent and machine readable.

(iii) Available to the public free of charge and without any restriction that would impede the reuse or redistribution of the agenda.

(C) A legislative body of a city, county, city and county, special district, school district, or political subdivision established by the state that has an internet website and an integrated agenda management platform shall not be required to comply with subparagraph (A) if all of the following are met:

(i) A direct link to the integrated agenda management platform shall be posted on the primary internet website home page of a city, county, city and county, special district, school district, or political subdivision established by the state. The direct link to the integrated agenda management platform shall not be in a contextual menu. When a person clicks on the direct link to the integrated agenda management platform, the direct link shall take the person directly to an internet website with the agendas of the legislative body of a city, county, city and county, special district, school district, or political subdivision established by the state.

(ii) The integrated agenda management platform may contain the prior agendas of a legislative body of a city, county, city and county, special district, school district, or political subdivision established by the state for all meetings occurring on or after January 1, 2019.

(iii) The current agenda of the legislative body of a city, county, city and county, special district, school district, or political subdivision established by the state shall be the first agenda available at the top of the integrated agenda management platform.

(iv) All agendas posted in the integrated agenda management platform shall comply with the requirements in clauses (i), (ii), and (iii) of subparagraph (B).

(D) The provisions of this paragraph shall not apply to a political subdivision of a local agency that was established by the legislative body of the city, county, city and county, special district, school district, or political subdivision established by the state.

(E) For purposes of this paragraph, both of the following definitions apply:

(1) "Integrated agenda management platform" means an internet website of a city, county, city and county, special district, school district, or political subdivision established by the state dedicated to providing the entirety of the agenda information for the legislative body of the city, county, city and county, special district, school district, or political subdivision established by the state to the public.

(2) "Legislative body" means a legislative body that meets the definition of subdivision (a) of Section 54952.

(3) No action or discussion shall be undertaken on any item not appearing on the posted agenda, except that members of a legislative body or its staff may briefly respond to statements made or questions posed by persons exercising their public testimony rights under Section 54954.3. In addition, on their own initiative or in response to questions posed by the public, a member of a legislative body or its staff may ask a question for clarification, make a brief announcement, or make a brief report on their own activities. Furthermore, a member of a legislative body, or the body itself, subject to rules or procedures of the legislative body, may provide a reference to staff or other resources for factual information, request staff to report back to the body at a subsequent meeting concerning any matter, or take action to direct staff to place a matter of business on a future agenda.

(b) Notwithstanding subdivision (a), the legislative body may take action on items of business not appearing on the posted agenda under any of the conditions stated below. Prior to discussing any item pursuant to this subdivision, the legislative body shall publicly identify the item.

(1) Upon a determination by a majority vote of the legislative body that an emergency situation exists, as defined in Section 54956.5.

(2) Upon a determination by a two-thirds vote of the members of the legislative body present at the meeting, or, if less than two-thirds of the members are present, a unanimous vote of those members present, that there is

a need to take immediate action and that the need for action came to the attention of the local agency subsequent to the agenda being posted as specified in subdivision (a).

(3) The item was posted pursuant to subdivision (a) for a prior meeting of the legislative body occurring not more than five calendar days prior to the date action is taken on the item, and at the prior meeting the item was continued to the meeting at which action is being taken.

(c) This section is necessary to implement and reasonably within the scope of paragraph (1) of subdivision (b) of Section 3 of Article I of the California Constitution.

(d) For purposes of subdivision (a), the requirement that the agenda be posted on the local agency's internet website, if the local agency has one, shall only apply to a legislative body that meets either of the following standards:

(1) A legislative body as that term is defined by subdivision (a) of Section 54952.

(2) A legislative body as that term is defined by subdivision (b) of Section 54952, if the members of the legislative body are compensated for their appearance, and if one or more of the members of the legislative body are also members of a legislative body as that term is defined by subdivision (a) of Section 54952.

SEC. 17. Section 54954.3 of the Government Code is amended to read:

54954.3. (a) (1) Every agenda for regular meetings shall provide an opportunity for members of the public to directly address the legislative body on any item of interest to the public, before or during the legislative body's consideration of the item, that is within the subject matter jurisdiction of the legislative body, provided that no action shall be taken on any item not appearing on the agenda unless the action is otherwise authorized by subdivision (b) of Section 54954.2.

(2) (A) Notwithstanding paragraph (1), the agenda need not provide an opportunity for members of the public to address the legislative body on any item that has already been considered by a committee, composed exclusively of members of the legislative body, at a public meeting wherein all interested members of the public were afforded the opportunity to address the committee on the item, before or during the committee's consideration of the item.

(B) Subparagraph (A) shall not apply if any of the following conditions are met:

(i) The item has been substantially changed since the committee heard the item, as determined by the legislative body.

(ii) When considering the item, a quorum of the committee members did not participate from a singular physical location, that was clearly identified on the agenda, open to the public, and situated within the boundaries of the territory over which the local agency exercises jurisdiction.

(iii) The committee has primary subject matter jurisdiction, as defined by the charter, an ordinance, a resolution, or any formal action of the legislative body that created the subsidiary body, that focuses on elections, budgets, police oversight, privacy, removing from, or restricting access to, materials available in public libraries, or taxes or related spending proposals. This clause shall not apply to an item if the local agency has adopted a law applicable to the meeting of the committee at which the item that was considered prohibits the committee from placing a limit on the total amount of time for public comment on the item.

(3) Every notice for a special meeting shall provide an opportunity for members of the public to directly address the legislative body concerning any item that has been described in the notice for the meeting before or during consideration of that item.

(b) (1) The legislative body of a local agency may adopt reasonable regulations to ensure that the intent of subdivision (a) is carried out, including, but not limited to, regulations limiting the total amount of time allocated for public testimony on particular issues and for each individual speaker.

(2) Notwithstanding paragraph (1), when the legislative body of a local agency limits time for public comment, the legislative body of a local agency shall provide at least twice the allotted time to a member of the public who utilizes a translator to ensure that non-English speakers receive the same opportunity to directly address the legislative body of a local agency.

(3) Paragraph (2) shall not apply if the legislative body of a local agency utilizes simultaneous translation equipment in a manner that allows the legislative body of a local agency to hear the translated public testimony simultaneously.

(c) The legislative body of a local agency shall not prohibit public criticism of the policies, procedures, programs, or services of the agency, or of the acts or omissions of the legislative body. Nothing in this subdivision shall confer any privilege or protection for expression beyond that otherwise provided by law.

SEC. 18. Section 54956 of the Government Code is amended to read:

54956. (a) (1) A special meeting may be called at any time by the presiding officer of the legislative body of a local agency, or by a majority of the members of the legislative body, by delivering written notice to each member of the legislative body and to each local newspaper of general circulation and radio or television station requesting notice in writing and posting a notice on the local agency's internet website, if the local agency has one. The notice shall be delivered personally or by any other means and shall be received at least 24 hours before the time of the meeting as specified in the notice. The call and notice shall specify the time and place of the special meeting and the business to be transacted or discussed. No other business shall be considered at these meetings by the legislative body. The written notice may be dispensed with as to any member who at or prior to the time the meeting convenes files with the clerk or secretary of the legislative body a written waiver of notice. The waiver may be given by telephone or electronic mail. The written notice may also be dispensed with as to any member who is actually present at the meeting at the time it convenes.

(2) The call and notice shall be posted at least 24 hours prior to the special meeting in a location that is freely accessible to members of the public.

(b) Notwithstanding any other law, a legislative body shall not call a special meeting regarding the salaries, salary schedules, or compensation paid in the form of fringe benefits, of the legislative body or of a local agency executive, as defined in subdivision (d) of Section 3511.1. However, this subdivision does not apply to a local agency calling a special meeting to discuss the local agency's budget.

SEC. 19. Section 54956.5 of the Government Code is amended to read:

54956.5. (a) For purposes of this section, "emergency situation" means both of the following:

(1) An emergency, which shall be defined as a work stoppage, crippling activity, or other activity that severely impairs public health, safety, or both, as determined by a majority of the members of the legislative body.

(2) A dire emergency, which shall be defined as a crippling disaster, mass destruction, terrorist act, or threatened terrorist activity that poses peril so immediate and significant that requiring a legislative body to provide one-hour notice before holding an emergency meeting under this section may endanger the public health, safety, or both, as determined by a majority of the members of the legislative body.

(b) (1) Subject to paragraph (2), in the case of an emergency situation involving matters upon which prompt action is necessary due to the disruption or threatened disruption of public facilities, a legislative body may hold an emergency meeting without complying with either the 24-hour notice requirement or the 24-hour posting requirement of Section 54956 or both of the notice and posting requirements.

(2) Each local newspaper of general circulation and radio or television station that has requested notice of special meetings pursuant to Section 54956 shall be notified by the presiding officer of the legislative body, or designee thereof, one hour prior to the emergency meeting, or, in the case of a dire emergency, at or near the time that the presiding officer or designee notifies the members of the legislative body of the emergency meeting.

(A) Except as provided in subparagraph (B), the notice required by this paragraph shall be given by telephone and all telephone numbers provided in the most recent request of a newspaper or station for notification of special meetings shall be exhausted. In the event that telephone services are not functioning, the notice requirements of this paragraph shall be deemed waived, and the legislative body, or designee of the legislative body, shall notify those newspapers, radio stations, or television stations of the fact of the holding of the emergency meeting, the purpose of the meeting, and any action taken at the meeting as soon after the meeting as possible.

(B) For an emergency meeting held pursuant to this section, the presiding officer of the legislative body, or designee thereof, may send the notifications required by this paragraph by email instead of by telephone, as provided in subparagraph (A), to all local newspapers of general circulation, and radio or television stations, that have requested those notifications by email, and all email addresses provided by representatives of those newspapers or stations shall be exhausted. In the event that internet services and telephone services are not functioning, the notice requirements of this paragraph shall be deemed waived, and the legislative body, or designee of the legislative body, shall notify those newspapers, radio stations, or television stations of the fact of the holding of the emergency meeting, the purpose of the meeting, and any action taken at the meeting as soon after the meeting as possible.

(c) During a meeting held pursuant to this section, the legislative body may meet in closed session pursuant to Section 54957 if agreed to by a two-thirds vote of the members of the legislative body present, or, if less than two-thirds of the members are present, by a unanimous vote of the members present.

(d) All special meeting requirements, as prescribed in Section 54956 shall be applicable to a meeting called pursuant to this section, with the exception of the 24-hour notice requirement.

(e) The minutes of a meeting called pursuant to this section, a list of persons who the presiding officer of the legislative body, or designee of the legislative body, notified or attempted to notify, a copy of the rollcall vote, and any actions taken at the meeting shall be posted for a minimum of 10 days in a public place as soon after the meeting as possible.

SEC. 20. Section 54957.6 of the Government Code is amended to read:

54957.6. (a) Notwithstanding any other provision of law, a legislative body of a local agency may hold closed sessions with the local agency's designated representatives regarding the salaries, salary schedules, or compensation paid in the form of fringe benefits of its represented and unrepresented employees, and, for represented employees, any other matter within the statutorily provided scope of representation, subject to all of the following conditions:

- (1) Prior to the closed session, the legislative body of the local agency shall hold an open and public session in which it identifies its designated representatives.
- (2) The closed session shall be for the purpose of reviewing its position and instructing the local agency's designated representatives.
- (3) The closed session may take place prior to and during consultations and discussions with representatives of employee organizations and unrepresented employees.
- (4) Any closed session with the local agency's designated representative regarding the salaries, salary schedules, or compensation paid in the form of fringe benefits may include discussion of an agency's available

funds and funding priorities, but only insofar as these discussions relate to providing instructions to the local agency's designated representative.

(5) The closed session shall not include final action on the proposed compensation of one or more unrepresented employees.

(6) For the purposes enumerated in this section, a legislative body of a local agency may also meet with a state conciliator who has intervened in the proceedings.

(b) For the purposes of this section, the term "employee" shall include an officer or an independent contractor who functions as an officer or an employee, but shall not include any elected official, member of a legislative body, or other independent contractors.

SEC. 21. Section 54957.9 of the Government Code is amended to read:

54957.9. In the event that any meeting is willfully interrupted by a group or groups of persons so as to render the orderly conduct of the meeting unfeasible and order cannot be restored by the removal of individuals who are willfully interrupting the meeting, the members of the legislative body conducting the meeting may order the meeting room cleared and continue in session. Only matters appearing on the agenda may be considered in such a session. Representatives of the press or other news media, except those participating in the disturbance, shall be allowed to attend any session held pursuant to this section. Nothing in this section shall prohibit the legislative body from establishing a procedure for readmitting an individual or individuals not responsible for willfully disturbing the orderly conduct of the meeting.

SEC. 22. Section 54957.95 of the Government Code is amended to read:

54957.95. (a) (1) In addition to authority exercised pursuant to Sections 54954.3 and 54957.9, the presiding member of the legislative body conducting a meeting or their designee may remove, or cause the removal of, an individual for disrupting the meeting, including any teleconferenced meeting.

(2) Prior to removing an individual, the presiding member or their designee shall warn the individual that their behavior is disrupting the meeting and that their failure to cease their behavior may result in their removal. The presiding member or their designee may then remove the individual if they do not promptly cease their disruptive behavior. This paragraph does not apply to any behavior described in subparagraph (B) of paragraph (1) of subdivision (b).

(b) As used in this section:

(1) "Disrupting" means engaging in behavior during a meeting of a legislative body that actually disrupts, disturbs, impedes, or renders infeasible the orderly conduct of the meeting and includes, but is not limited to, one of the following:

(A) A failure to comply with reasonable and lawful regulations adopted by a legislative body pursuant to Section 54954.3 or any other law.

(B) Engaging in behavior that constitutes use of force or a true threat of force.

(2) "True threat of force" means a threat that has sufficient indicia of intent and seriousness, that a reasonable observer would perceive it to be an actual threat to use force by the person making the threat.

SEC. 23. Section 54957.96 is added to the Government Code, to read:

54957.96. (a) The existing authority of a legislative body or its presiding officer to remove or limit participation by persons who engage in behavior that actually disrupts, disturbs, impedes, or renders infeasible the orderly conduct of the meeting, including existing limitations upon that authority, shall apply to members of the public participating in a meeting via a two-way telephonic service or a two-way audiovisual platform.

(b) For purposes of this section, the following definitions apply:

(1) “Two-way audiovisual platform” means an online platform that provides participants with the ability to participate in a meeting via both an interactive video conference and a two-way telephonic service. A two-way audiovisual platform may be structured to disable the use of video for the public participants.

(2) “Two-way telephonic service” means a telephone service that does not require internet access and allows participants to dial a telephone number to listen and verbally participate.

SEC. 24. The Legislature finds and declares that Section 4 of this act, which amends Section 54953 of, Section 5 of this act, which adds Section 54953.4 to, Sections 8 to 15, inclusive, of this act, which add Sections 54953.8 to 54953.8.7, respectively, to, Section 19 of this act, which amends Section 54956.5 of, Section 22 of this act, which amends Section 54957.95 of, and Section 23 of this act, which adds Section 54957.96 to, the Government Code, impose a limitation on the public’s right of access to the meetings of public bodies or the writings of public officials and agencies within the meaning of Section 3 of Article I of the California Constitution. Pursuant to that constitutional provision, the Legislature makes the following findings to demonstrate the interest protected by this limitation and the need for protecting that interest:

(a) This act is necessary to provide opportunities for public participation in meetings of specified public agencies and to promote the recruitment and retention of members of those agencies.

(b) This act is necessary to ensure minimum standards for public participation and notice requirements allowing for greater public participation in meetings.

(c) This act is necessary to modernize the Ralph M. Brown Act to reflect recent technological changes that can promote greater public access to local officials.

(d) The exclusively virtual nature of the California Online Community College presents unique barriers to the requirements for an in-person quorum, a physical location for public participation, and certain accommodations. Participating students of the online community college come from all across the state and necessitating travel for these requirements would pose a significant and exclusionary barrier.

SEC. 25. The Legislature finds and declares that Sections 1 and 2 of this act, which amend and repeal Section 54952.2, respectively, of, Section 3 of this act, which amends Section 54952.7 of, Section 4 of this act, which amends Section 54953 of, Section 5 of this act, which adds Section 54953.4 to, Section 6 of this act, which amends Section 54953.5 of, Section 7 of this act, which amends Section 54953.7 of, Sections 8 to 15, inclusive, of this act, which add Sections 54953.8 to 54953.8.7, respectively, to, Section 16 of this act, which amends Section 54954.2 of, Section 17 of this act, which amends Section 54954.3 of, Section 18 of this act, which amends Section 54956 of, Section 19 of this act, which amends Section 54956.5 of, Section 20 of this act, which amends Section 54957.6 of, Section 21 of this act, which amends Section 54957.9 of, Section 22 of this act, which amends Section 54957.95 of, and Section 23 of this act, which adds Section 54957.96 to, the Government Code, further, within the meaning of paragraph (7) of subdivision (b) of Section 3 of Article I of the California Constitution, the purposes of that constitutional section as it relates to the right of public access to the meetings of local public bodies or the writings of local public officials and local agencies. Pursuant to paragraph (7) of subdivision (b) of Section 3 of Article I of the California Constitution, the Legislature makes the following findings:

(a) This act is necessary to provide opportunities for public participation in meetings of specified public agencies and to promote the recruitment and retention of members of those agencies.

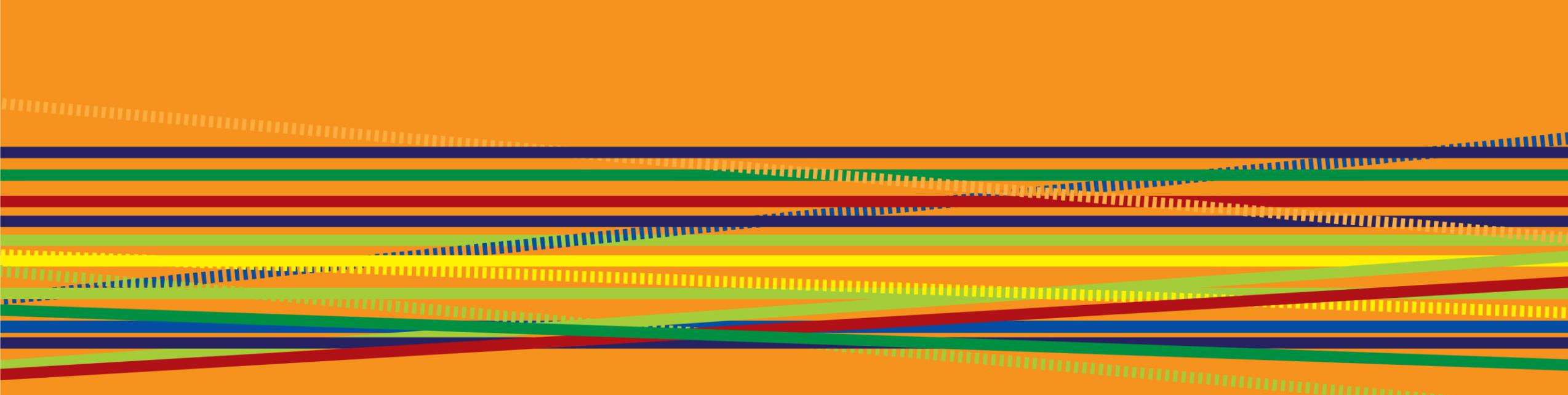
(b) This act is necessary to ensure minimum standards for public participation and notice requirements allowing for greater public participation in meetings.

(c) This act is necessary to modernize the Ralph M. Brown Act to reflect recent technological changes that can promote greater public access to local officials.

(d) The exclusively virtual nature of the California Online Community College presents unique barriers to the requirements for an in-person quorum, a physical location for public participation, and certain accommodations. Participating students of the online community college come from all across the state and necessitating travel for these requirements would pose a significant and exclusionary barrier.

SEC. 26. The Legislature finds and declares that adequate public access to meetings is a matter of statewide concern and is not a municipal affair as that term is used in Section 5 of Article XI of the California Constitution. Therefore, this bill would apply to all cities, including charter cities.

SEC. 27. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because the only costs that may be incurred by a local agency or school district under this act would result from a legislative mandate that is within the scope of paragraph (7) of subdivision (b) of Section 3 of Article I of the California Constitution.



Information Technology Disruption Policy



Executive Management Committee
March 19, 2026

Recommendation

AMEND the Board Rules and Procedures to include the Information Technology (IT) Disruption Policy as required by State law.

(REQUIRES SEPARATE, SIMPLE MAJORITY VOTE OF THE FULL BOARD)

Board Rules and Procedures, Section VII

Should there be a disruption of telephonic or internet service that prevents members of the public from attending or observing the meeting via the two-way telephonic service or two-way audiovisual platform that occurs during the meeting, the Board shall recess the open session of the meeting for at least one hour and make a good faith attempt to restore the service.

The Board may meet in closed session during this period. The Board shall not reconvene the open session of the meeting until at least one hour following the disruption, or until telephonic or internet service is restored, whichever is earlier.

Upon reconvening the open session, if telephonic or internet service has not been restored, the Board shall adopt a finding by rollcall vote that good faith efforts to restore the telephonic or internet service have been made in accordance with this policy and that the public interest in continuing the meeting outweighs the public interest in remote public access. Upon making such findings, the Board may continue to meet in open session.

Questions?

**Board Report**

File #: 2026-0158, **File Type:** Informational Report

Agenda Number: 23.

**EXECUTIVE MANAGEMENT COMMITTEE
MARCH 19, 2026**

SUBJECT: FEDERAL AND STATE REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE March 2026 Federal and State Legislative Report.

DISCUSSION

**Executive Management Committee
Remarks Prepared by Raffi Haig Hamparian
Government Relations, Executive Officer: Federal Affairs**

Chair Dutra and members of the Executive Management Committee, I am pleased to provide an update on several key federal matters of interest to our agency. This report was prepared on March 5, 2026, and will be updated, as appropriate, at the Executive Management Committee meeting on March 19, 2026. The status of relevant pending legislation is monitored on the Metro Government Relations [Legislative Matrix, <https://libraryarchives.metro.net/DB_Attachments/3%20-%20March%202026%20-%20Legislative%20Matrix.pdf>](https://libraryarchives.metro.net/DB_Attachments/3%20-%20March%202026%20-%20Legislative%20Matrix.pdf) which is updated monthly.

Los Angeles County Congressional Delegation

As is our standard practice, Metro's government relations team continues to provide timely and accurate information about our agency's initiatives and projects with members of the Los Angeles County Congressional Delegation, our two U.S. Senators and with the U.S. Department of Transportation. Most recently, we have been engaged with all members of our Los Angeles County Delegation on matters related to the recently adopted Fiscal Year 2026 transportation spending bill, the upcoming FIFA 2026 World Cup, the 2028 Olympic and Paralympic Games, among other issues.

Fiscal Year 2026 Transportation Spending Bill

Metro is continuing to work to ensure that federal funds included in the Fiscal Year 2026 transportation spending bill are allocated to our agency. These funds include, but are not limited to, \$149.9 million for the Vermont Bus Rapid Transit Project, funding for transit activities tied to the FIFA

2026 World Cup, mobility-related funding for the 2028 Olympic and Paralympic Games, funding for safety at the ten largest US transit agencies, \$2.6 million for our agency's Regional Bus Stop Enhancement Program, and for our agency's Southeast Gateway Line Project.

FIFA 2026 World Cup Transit Funding

On March 3, 2026, U.S. Department of Transportation Secretary Sean Duffy announced that the Federal Transit Administration (FTA) allocated \$100 million to transit systems across the United States that will be moving fans to and from 2026 FIFA World Cup games later this year. This funding was made available by Congress in the recently adopted Fiscal Year 2026 transportation spending bill. Of the \$100 million appropriated by Congress for transit systems nationwide and consistent with a formula written into the funding legislation, Metro will coordinate the use of \$9.6 million in FTA funding. This will be done in close cooperation with our regional transit partners, to support transit plans for the 2026 FIFA World Cup matches, which will be held at the Los Angeles Stadium.

Fiscal Year 2027 President's Budget Request

The President is expected to unveil his Fiscal Year 2027 Budget Request in the coming months. Metro and several stakeholders, including the Los Angeles County Congressional Delegation, among others, have been consistently encouraging the Administration to include \$2 billion for mobility related funding for the 2028 Olympic and Paralympic Games in the Budget. Staff has and will remain fully engaged with the U.S. Department of Transportation and the Office of Management and Budget to encourage the inclusion of federal funding for transportation needs directly tied to the Games.

This past week, Congresswoman Sydney Kamlager-Dove authored a letter to U.S. Department of Transportation Secretary Sean Duffy, co-signed by 35 other Members of Congress, in support of the inclusion of \$2 billion for mobility initiatives for the 2028 Olympic and Paralympic Games in the President's Fiscal Year 2027 Budget Request. This letter was written to complement the January 15, 2026, letter from the Metro Board of Directors to Secretary Duffy making the same funding request. As stipulated in this congressional letter and Metro's Board letter, the lead time needed to plan for an event of the scale and scope of the 2028 Games means that the President's Fiscal Year 2027 Budget Request may be the final opportunity to ensure that federal transportation funding can be made available in a timely manner in advance of the Games. The President's Fiscal Year 2027 Budget Request to Congress is expected to be delivered to the U.S. Senate and U.S. House of Representatives in March or April of this year. Metro is deeply appreciative to Congresswoman Kamlager-Dove for leading this letter and to the many Members of Congress who signed this correspondence, including our two U.S. Senators.

Fiscal Year 2027 Transportation Spending Bill

In the coming weeks, Members of Congress will begin the process of creating their priorities related to the Fiscal Year 2027 appropriations cycle. Consistent with our standard practice, Metro will work with Members of Congress to encourage that Congress funds programs and projects, consistent with our Board-approved Federal Legislative Program. This work will include, but not be limited to, encourage specific programmatic requests and efforts related to Congressional Directed Spending requests.

Surface Transportation Authorization Bill

As shared last month, Metro continues to advance our Board-approved USA Build Initiative as Congress prepares to consider a new surface transportation authorization bill in 2026. The current measure, the Bipartisan Infrastructure Law, will expire on September 30, 2026. Metro's government relations team is working with members of the Los Angeles County Congressional Delegation and key authorizers in the House and Senate to smartly and effectively advance the policy proposals embedded in the USA Build Initiative.

Within the coming weeks, staff expects that the House and Senate will likely move to release the text of their draft surface transportation authorization proposals. As Congress begins to work on a new surface transportation authorization bill, we look forward to keeping the Board fully apprised of all important policy related work in this regard.

Transit Operator Safety

In alignment with Metro's Board-approved 2026 Federal Legislative Program, staff continue to prioritize transit operator safety and maintain active communication with the Los Angeles County Congressional Delegation on this issue. The upcoming reauthorization of federal surface transportation programs presents an important opportunity to advance enhanced protections for transit operators nationwide.

Federal Transportation Grants

Metro remains committed to smartly and aggressively pursuing competitive federal grants to advance a wide range of transit projects and programs. In alignment with this effort, staff continue to work closely with the Los Angeles County Congressional Delegation and key regional partners-including the LA/Orange County Building and Construction Trades Council and the Los Angeles Area Chamber of Commerce-to build support for both current and future grant applications.

Conclusion

Chair Dutra and members of the Committee, I look forward to providing further updates and expanding on this report during the Executive Management Committee meeting scheduled for March 19, 2026.

**Executive Management Committee
Remarks Prepared by Madeleine Moore
Government Relations, Deputy Executive Officer: State Affairs**

Chair Dutra and members of the Board, I am pleased to provide an update on several state matters of interest to our agency. This report was prepared on March 5, 2026, and will be updated, as appropriate, at the Executive Management Committee on March 19, 2026. The status of relevant pending legislation is monitored monthly on the Metro Government Relations [Legislative Matrix](#)

https://libraryarchives.metro.net/DB_Attachments/3%20-%20March%202026%20-%20Legislative%20Matrix.pdf.

Budget Update

On February 18, the California Department of Finance released data that indicated revenues in January beat projections for the month by \$3.4 billion, or 14 percent. That increase in revenue was driven primarily by income taxes, which came in at \$3.1 billion above expectations. This was welcome news, though the Department of Finance and the Legislative Analyst's Office still foresee deficits of at least \$20 billion in future years. States revenue remains volatile, and the higher-than-expected income taxes are largely a result of the growth in the AI sector.

As always, Metro staff remain engaged with partners in the State government as we approach the beginning of the new budget cycle, in order to ensure that transportation is sufficiently funded and we can continue to advance our capital and operating plans. The Senate and Assembly Budget Subcommittees have begun meeting on the initial budget proposal, and these hearings will continue throughout the spring.

February Cap-and-Invest Auction

On February 18, the California Air Resources Board (CARB) held their regular joint carbon credits auction with Québec. The number of allowances sold in the auction was robust, however the pricing was lower compared to recent auctions. In order to reach \$400M for TIRCP and \$200M for LCTOP, proceeds for each quarter will need to be \$1 billion. Total proceeds have not yet been reported. Full results from the auction are expected to be reported in mid to late March.

Legislative Update

The second year of the 2025-26 legislative session resumed on January 5, 2026. The bill introduction deadline was February 20. Between the Senate and Assembly, there were just shy of 1,800 bills introduced, with nearly 600 (33%) of them being spot or intent bills without any substantive language. This represents a 23% reduction from last year, which is typical for the second year in the legislative cycle. However, the overall bill introduction number is the lowest in twenty years. The following is an update on key bills of interest to the agency.

Sponsored Legislation

On February 11, Assemblymember Mark González (D - Los Angeles) introduced AB 1837, which seeks to extend the authorization for the use of front-facing cameras on buses in order to capture parking violations in bus-only lanes. Specifically, the bill would indefinitely extend the authorization for the use of video imaging to enforce parking and stopping violations, and would expand the types of violations to also include double parking and unlawfully stopping or parking in a bikeway. The current legislation that authorizes transit agencies to use front-facing cameras for this purpose will sunset on January 1, 2027. Metro has a Camera Bus Lane Enforcement program in place, and we look forward to being able to continue to improve the speed and reliability of our buses. The primary sponsor of this legislation is the California Transit Association. Per the Board-approved 2026 Legislative

Program, we issued a formal letter of co-sponsorship on February 23.

Other Relevant Bills

In January, the Metro Board took an oppose unless amended position on Senator Wiener's SB 677. Following this, the agency finalized a letter sharing our concerns and distributed it to the author's office and our legislative delegation. The letter highlights that Senator Wiener's technical amendments are not sufficient to address LA Metro's concerns with SB 79 implementation. The letter emphasizes that Metro is a leader in the state for delivering transit-oriented development. To date, Metro has completed 18 joint developments projects totaling nearly 2,600 housing units, of which approximately 45% are affordable. Since the Board took this position, SB 677 was narrowed significantly, and the Senator introduced SB 908, which we understand will be the primary vehicle for any additional SB 79 related legislation.

Staff continue to emphasize that LA Metro believes further amendments are necessary to ensure that SB 79 does not inadvertently compromise transit delivery. Potential amendments could include delaying the effective date to allow implementation issues to be resolved; limiting applicability to transit projects that are already in revenue service; creating an incentive-based framework that leverages state funding rather than mandating density standards linked to transit; or piloting the framework in a limited geographic area. Staff continue to work internally and with our legislative partners on solutions that ensure that Metro can continue constructing high-quality transit without delays.

Metro Government Relations staff continue to coordinate internally with subject matter experts on analyzing the dozens of newly-introduced bills that may be relevant to our agency.

Update on 2028 Olympic and Paralympic Games Advocacy

On January 21, CEO Wiggins sent a 2028 Olympic and Paralympic Games funding request to Senator Ben Allen and Assemblymember Tina McKinnor. This letter was written as a follow-up to the legislators' visit to the September 2025 Ad Hoc Committee on the 2028 Olympic and Paralympic Games, where they both expressed a desire to work with Metro to advance state investment in the Games. The letter outlines a total state request for \$379.29 million, for projects consistent with the Board-approved Mobility Concept Plan. These projects include integrated transportation management, improvements to key rail stations, mobility hubs, light rail improvements, first/last mile improvements, and transportation demand management/mobility wallets. This request complements our robust federal advocacy in Washington D.C. The agency's advocacy in Sacramento has accelerated in the last few months as Government Relations and the Office of Strategic Innovation have been meeting with crucial administration, legislative and budget committee stakeholders.

On February 27, CEO Wiggins was invited to present to the LA County Delegation regarding our Games budget request. On March 5, the Los Angeles County Legislative Delegation, chaired by Assemblymember Tina McKinnor (D - Inglewood) issued a formal letter to the Assembly Budget Committee and the Assembly Budget Subcommittee for Transportation, requesting that they include \$379.29 million in this year's Budget Act for Metro's 2028 Olympic and Paralympic Games transportation needs. The Delegation included the entirety of Metro's budget request in their letter.

Budget hearings have started and negotiations will continue throughout the spring and summer. Staff are grateful to the entire LA County Delegation for their consideration of our request and look forward to working with the legislature to ensure that our partnership produces a Games experience that the entire State can be proud of.

Conclusion

Chair Dutra and members of the Committee, I look forward to providing further updates and expanding on this report during the Executive Management Committee meeting scheduled for March 19, 2025.

EQUITY PLATFORM

Government Relations will continue reviewing legislation introduced in Sacramento and Washington, DC, to address any equity issues in proposed bills and the budget process. Securing federal transportation funding levels enables our agency to advance projects that improve equitable access and mobility for the 10 million individuals who live, work, and travel throughout Los Angeles County.

VEHICLE MILES TRAVELED OUTCOME

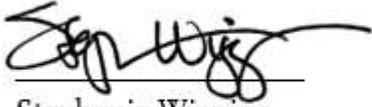
VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

This item supports Metro's systemwide strategy to reduce VMT through administrative and legislative advocacy activities that will benefit and further encourage transit ridership, ridesharing, and active transportation. Increased state and federal funding received benefits Metro's projects and programs to reduce VMT. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

Prepared by: Michael Turner, Senior Executive Officer, Government Relations, (213) 922-2122
Raffi Hamparian, Executive Officer, Government Relations, (213) 922-3769
Madeleine Moore, Deputy Executive Officer, Government Relations, (213) 922-4604
Alex Amadeo, Senior Manager, Government Relations, (213) 922-2763

Reviewed by: Nicole Englund, Chief of Staff, (213) 922-7950

A handwritten signature in black ink, appearing to read 'Step Wiggins', written over a horizontal line.

Stephanie Wiggins
Chief Executive Officer



Government Relations Federal and State Affairs Update

Executive Management Committee
February 19, 2026

Federal Affairs Update

- **Los Angeles County Congressional Delegation**
- **Fiscal Year 2026 Transportation Spending Bill**
- **FIFA 2026 World Cup Transit Funding**
- **President's Fiscal Year 2027 Budget**
- **Surface Transportation Authorization Bill**
- **Transit Operator Safety**
- **Federal Transportation Grants**

State Affairs Update

- **Budget Update**
- **Olympic and Paralympic Games Advocacy Update**
- **Legislative Update:**
 - **AB 1837 (M. González)**
 - **SB 677 (Wiener)**



Board Report

File #: 2026-0160, **File Type:** Federal Legislation / State Legislation (Position)

Agenda Number: 24.

**EXECUTIVE MANAGEMENT COMMITTEE
MARCH 19, 2026**

SUBJECT: SENATE BILL 667

ACTION: OPPOSE UNLESS AMENDED

RECOMMENDATION

ADOPT the following staff recommended position:

SB 667 (Archuleta) - Railroads: Safety. Wayside Detectors. As amended January 22, 2026. -
OPPOSE UNLESS AMENDED

ISSUE

Staff recommends that the Board of Directors adopt an OPPOSE UNLESS AMENDED position on Senate Bill 667, as amended on January 22, 2026.

BACKGROUND

SB 667 would require railroad corporations to install wayside detectors at specified intervals along California rail tracks serving freight trains. The bill also establishes penalties for violations of the bill's provisions and requires the California Public Utilities Commission (CPUC) to enforce those penalties. Specifically, the bill would:

- Define a wayside detection system as an electronic device or series of connected devices that scans passing freight trains and their component equipment and parts for defects.
- Require a railroad corporation to install these wayside detectors adjacent to tracks used by freight rail at the following intervals: class I railroads: every 10 miles; class II railroads: every 25 miles; and class III railroads: every 35 miles.
- Prohibit freight trains from travelling faster than 10 miles per hour on tracks that do not have compliant wayside detectors.
- Require the CPUC to adopt rules to implement this bill.

This bill is co-sponsored by three different union groups and was brought forward in response to the 2023 Norfolk Southern train derailment in East Palestine, Ohio.

DISCUSSION

SB 667 is a two-year bill first introduced in the Legislature on February 20, 2025. The bill's first committee hearing in April was canceled at the request of the author, with Senator Archuleta choosing to bring back the legislation in January of 2026, passing out of the Senate before the two-year bill deadline of January 31.

SB 667 has the potential to impact Metro operations in two distinct ways: (1) the cost to implement wayside detector system equipment on Metro-owned right-of-way (ROW) and (2) the impacts to Metrolink service if freight corporations are slow in complying or do not comply. There are also potential downstream impacts to the region's economic competitiveness resulting from a downgrade of our goods movement network.

The bill does not clearly specify which agency would be responsible for implementing these systems. If Metro is required to implement them, the agency would need to install and maintain wayside detector equipment along its right-of-way and submit an implementation plan to the CPUC. Alternatively, if Metrolink is responsible for implementing the system on track owned by Metro, the cost would likely still fall to Metro, particularly for the Antelope Valley Line (AVL), which is fully owned by Metro.

The cost of installing and maintaining a wayside detector system on Metro-owned ROW is still being analyzed, with impacts expected to be millions of dollars. The greater concern is the Metrolink impacts, as the system operates on freight tracks except for Metro-owned ROW (Antelope Valley Line [AVL] and San Bernardino Line [SBL]). Metro owns 150 miles of ROW on these two lines. The bill's remedy for failure to comply is to reduce freight speeds to 10mph. If the railroads choose not to comply, their operations will degrade, but the cascading impact on Metrolink operations would be significant, particularly on the freight-owned ROW on which Metrolink operates (Orange County Line, San Bernardino Line, 91/Perris Valley Line, and Ventura County Line). The impacts would be less of a problem for Metrolink service (AVL/SBL) on Metro-owned ROW, but would still damage service by reducing frequencies, on-time performance, and reliability across the interconnected rail system.

Metrolink is also opposed to SB 667 due to concerns regarding unfunded installation and maintenance costs and potential operational disruptions on shared freight and passenger rail corridors. Metrolink estimates installation costs of approximately \$300,000 per detector and significant ongoing maintenance expenses, with no funding provided in the bill. The California Transit Association (CTA) has also taken an oppose position, due to similar concerns regarding unfunded mandates and impacts on passenger rail service reliability.

Metro staff recommends amendments to the bill, as follows:

1. Ensure that, because the bill is intended to monitor freight rail, freight railroads are responsible for the funding, implementation, and maintenance of the required wayside detector systems.
2. Eliminate the automatic penalty of speed reduction for non-compliance by Class I freight railroads for shared use corridors on which passenger rail (e.g., commuter and intercity) operates, given the anticipated impacts on passenger rail service that supports the state and

regional policy goal of reducing vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions. Instead, staff recommends that the author consider a different penalty for non-compliance that will not harm public transportation.

For these reasons, staff recommends an OPPOSE UNLESS AMENDED position on SB 667.

DETERMINATION OF SAFETY IMPACT

Safety is of utmost importance to Metro's planning and operations. As it relates to this legislation, while the intention is to improve safety, the actual benefits may not be realized unless there is a long-term commitment to maintain the devices for the useful life of the system. This will also have to include ongoing investment in replacement costs, in perpetuity, for the devices in order to maintain the system in a state of good repair.

FINANCIAL IMPACT

The estimated financial impact of SB677 as currently written is significant that is why the staff is recommending oppose unless amended.

EQUITY PLATFORM

Staff recommendation supports Metro's equity platform. Supporting Metrolink by ensuring that trains are not delayed due to third party compliance issues means supporting Metrolink riders. 45% of Metrolink trips are commuter trips and degrading service would negatively impact those riders as they may need to seek alternate arrangements for transportation, placing undue burden on these populations.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT. The provisions in this bill are likely to cause VMT increase across the region as a result of slower freight operations if the freight railroads do not comply with the bill's requirements.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Staff recommendation supports strategic plan goal # 5.6: Metro will foster and maintain a strong safety culture by supporting the bill's overall goal of increased safety through the installation of these wayside detector systems.

ALTERNATIVES CONSIDERED

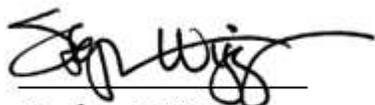
Staff considered a Work With Author position given the bill's intent to improve rail safety through the installation of wayside detector systems, which Metro supports. However, the bill creates significant potential cost exposure to Metro and operational impacts for passenger rail agencies without clearly identifying which entity would be responsible for installing, funding, and maintaining the required equipment on shared rail corridors. For these reasons, staff does not recommend a Work With Author position, as the amendments necessary to address Metro's concerns are fundamental to the structure and implementation of the bill.

NEXT STEPS

Should the Board decide to adopt an OPPOSE UNLESS AMENDED position on the legislation, staff will communicate the Board's position to the author. Staff will work with the other impacted agencies and the California Transit Association, to ensure that impacts are minimized. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.

Prepared by: Michael Turner, Senior Executive Officer, Government Relations, (213) 922-2122
Vijay Khawani, Senior Executive Officer, Project Management Oversight, (213) 922-4035
Michael Cano, Executive Officer, Countywide Planning and Development, (213) 418-3010
Madeleine Moore, Deputy Executive Officer, Government Relations, (213) 922-4604
Evgeniy Bachtinov, Deputy Executive Officer, Project Management, (213) 418-3139
Alex Amadeo, Senior Manager, Government Relations, (213) 922-2763

Reviewed by: Nicole Englund, Chief of Staff, (213) 922-7950
Ray Sosa, Chief Planning Officer, (213) 547-4274
Tim Lindholm, Chief Program Management Officer, (213) 922-7297
Kenneth Hernandez, Chief Risk, Corporate Safety, and Asset Management Officer, (213) 922-2990
Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie Wiggins
Chief Executive Officer



State Legislation SB 667 (Archuleta)

Executive Management Committee
March 19, 2026

Bill Summary

As amended on January 22, 2026, this bill would require railroad corporations to install wayside detectors at specified intervals on California rail tracks that serve freight trains. This bill also establishes penalties for this bill's violations and requires the California Public Utilities Commission (CPUC) to enforce those penalties.

Specifically, the bill would:

Define a wayside detector system as an electronic device or series of connected devices that scans passing freight trains and their component equipment and parts for defects.

Require a railroad corporation to install these wayside detectors adjacent to tracks used by freight rail at the following intervals: class I railroads: every 10 miles; class II railroads: every 25 miles; and class III railroads: every 35 miles.

Prohibit freight trains from travelling faster than 10 miles per hour on tracks that do not have compliant wayside detectors.

Potential Impacts

SB 667 has the potential to impact Metro operations in two distinct ways:

- The cost to implement wayside detector system equipment on Metro-owned right-of-way (ROW)
- The impacts to Metrolink service if freight corporations are slow in complying or do not comply.
- There are also potential downstream impacts to the region's economic competitiveness resulting from a downgrade of our goods movement network.

Recommendation and Suggested Amendments

Recommendation:

ADOPT the following staff recommended position:

SB 667 (Archuleta) – Railroads: Safety. Wayside Detectors. As amended January 22, 2026. -
OPPOSE UNLESS AMENDED

Suggested Amendments:

- Ensure that freight railroads are responsible for the funding, implementation, and maintenance of the required wayside detector systems.
- Eliminate the automatic penalty of speed reduction for non-compliance by Class I freight railroads for shared use corridors on which passenger rail (e.g., commuter and intercity) operates given the anticipated impacts on passenger rail service that supports the state and regional policy goal of reducing vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions. Instead, staff recommend the author consider a different penalty for non-compliance that will not result in harm to public transportation



Board Report

File #: 2026-0047, File Type: Contract

Agenda Number: 25.

EXECUTIVE MANAGEMENT COMMITTEE MARCH 19, 2026

SUBJECT: METRO-LA28 MEMORANDUM OF UNDERSTANDING

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE the Memorandum of Understanding (MOU) with the Los Angeles Organizing Committee for the Olympic and Paralympic Games 2028 (LA28) (Attachment A).

ISSUE

The MOU between Metro and LA28 establishes a framework for coordination and delivery of transportation services supporting the 2028 Olympic and Paralympic Games. This MOU establishes roles and responsibilities and lays the foundation for further negotiation as Games planning progresses including the framework of Metro's services in support of the 2028 Olympic and Paralympic Games (the Games) and framework for commercial considerations.

BACKGROUND

At its December 3, 2020 meeting, the Metro Board of Directors approved Motion 42: 2028 Mobility Concept Plan by Directors Garcetti, Solis, Hahn, Kuehl, Butts, and Garcia that directed staff to work with regional partners and LA28 to develop a regional investment and delivery plan for projects and services to support regional mobility needs for the 2028 Olympic and Paralympic Games (Attachment B).

LA28 and the Games Mobility Executives (GME) have asked Metro to lead the planning and delivery of public transit service to the Games venues, which would involve a combination of Metro's existing bus and rail network and the Games Enhanced Transit Service (GETS), a supplemental system that will provide additional capacity for the spectators and workforce members traveling to the Games. While Metro's responsibilities were documented in the Games Agreement between the City of Los Angeles and LA28, Metro is not a signatory and therefore does not have a contractual agreement with LA28.

DISCUSSION

The MOU establishes a framework for the coordination of transportation services and related

programs in support of the 2028 Olympic and Paralympic Games. The agreement distinguishes between Metro Baseline Services, which remain Metro's sole responsibility, and Metro Enhanced Services, which include Games-specific services above baseline and will only be provided if supported by supplemental funding.

Metro will lead planning and implementation of the GETS, a supplemental regional bus network designed to transport spectators and workforce between venues, transit hubs, and park-and-ride facilities, including service planning, contracting, operations, coordination with other transit providers, and related facilities and staffing, subject to funding. LA28 will lead broader Games transportation planning, including the Mobility and Transportation Plan, Games Operations Center, Games Route Network coordination, and integration of transportation information into the Spectator App.

The MOU outlines that Metro will support the Games by coordinating regional transit operations, providing increased transit service where feasible, supporting transportation demand management strategies, and participating in Games-related planning efforts such as mobility studies and coordination through the GME governance structure. Metro will serve as the lead public agency for administering public funding associated with certain transportation projects supporting the Games.

The MOU also addresses coordination on funding advocacy, security planning, advertising and marketing opportunities. Key implementation details will be finalized in later exhibits addressing the specific services, marketing and intellectual property, and the Games security plan.

LA28 will also collaborate with Metro on venue access planning, transportation communications, and coordination with local jurisdictions on traffic management. The MOU also establishes collaboration on joint advocacy for transportation funding, coordination on transportation-related volunteer recruitment, and development of testing and readiness plans for Games transportation systems.

NOTE: The MOU also includes language protecting Metro from liability in the event that the required funding needed for delivery does not materialize.

DETERMINATION OF SAFETY IMPACT

Execution of the MOU is critical for establishing the framework for the GETS. The GETS will provide an alternative to driving for spectators and the workforce during the 2028 Games, reducing the risk of vehicle collisions, including from motorists who may be impaired. The additional bus service will reduce wait times for patrons, therefore reducing heat exposure risk.

FINANCIAL IMPACT

Adoption of the MOU with LA28 has no financial impact. The MOU stipulates that amendments documenting required funding for additional Metro service during the Games shall be negotiated at a later date. Specific protections include commitments that:

- "Metro shall not be obligated for performance of Metro Baseline Services during any of Metro's future fiscal years unless and until Metro's Board of Directors appropriates funds for the subject programs or services in Metro's Budget for each such future fiscal year"
- "Metro Enhanced Services [inclusive of the GETS] will be funded, if at all, from supplemental

grants and awards and/or any cost savings derived from regulatory relief that Metro receives (collectively, “New Consideration”). Notwithstanding any other provision of this Metro MOU to the contrary, whether expressly or by implication, Metro shall not be obligated for any Metro Enhanced Services unless and until New Consideration is designated, dedicated and committed to, and received by Metro”

EQUITY PLATFORM

The Memorandum of Understanding between Metro and LA28 supports Metro’s commitment to delivering a transit-first Games that advances equitable access to mobility across Los Angeles County without compromising existing service. The GETS will be designed to accommodate spectators, workforce members, and residents while maintaining reliable service for Metro’s existing riders, including those from historically underserved and transit-dependent communities. Service planning and delivery will incorporate accessibility requirements, ADA compliance, multilingual communication, and inclusive wayfinding to ensure broad usability of the system during the 2028 Games.

The MOU further protects Metro’s core riders by aligning funding for additional Games-related service to be secured through external grants. This approach minimizes financial burden on existing riders and safeguards ongoing operations. By clearly defining roles, responsibilities, and funding protections, the agreement positions the Games as an opportunity to strengthen regional mobility infrastructure and partnerships in a manner that supports long-term community benefit beyond the 2028 Games.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro’s significant investment in rail and bus transit.* Metro’s Board-adopted VMT reduction targets align with California’s statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. Implementing the GETS will reduce the vehicle miles traveled during Games time by providing alternatives to driving and parking directly at venues. In addition, the implementation of first/last mile improvements, bus priority corridors, mobility hubs, and related projects that comprise the Mobility Concept Plan will make it faster, easier, and more enjoyable to use modes other than personal vehicles. Metro’s Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans’ Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Memorandum of Understanding with LA28 furthers the implementation of the Mobility Concept Plan, which supports:

Strategic goal 1: Provide high-quality mobility options that enable people to spend less time traveling.
Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system.
Strategic Goal 4: Transform LA County through regional collaboration and national leadership” by providing a roadmap and strategy to deliver permanent transit and transit-supportive projects and programs that can help serve the 2028 Games.

ALTERNATIVES CONSIDERED

The Board could decide not to approve the Memorandum of Understanding, however, staff does not recommend this as the MOU provides written confirmation of the roles and responsibilities that is critical for supporting the joint advocacy requests for GETS funding.

NEXT STEPS

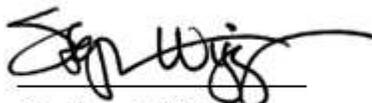
After Board approval, staff will proceed with execution of the MOU and will continue to work closely with LA28 and the other GME agencies in the preparation for the 2028 Games.

ATTACHMENTS

Attachment A -Memorandum of Understanding
Attachment B - Motion 42

Prepared by: Daniel Bernstein, Senior Manager, Office of Strategic Innovation, (213) 922-4135
Ernesto Chaves, Senior Executive Officer, Office of Strategic Innovation, (213) 547-4362
Hector Gutierrez, Senior Manager, Office of Strategic Innovation, (213) 444-9304

Reviewed by: Seleta Reynolds, Chief, Innovation and Games Mobility Planning Officer, (213) 922-4656



Stephanie Wiggins
Chief Executive Officer

**Memorandum of Understanding
by and between the
Los Angeles County Metropolitan Transportation Authority
and the
Los Angeles Organizing Committee for the Olympic and Paralympic Games 2028**

This Memorandum of Understanding (the "Metro MOU") is entered into effective March 31, 2026, by and between

The Los Angeles County Metropolitan Transportation Authority, a California joint powers authority, formed under Section 130051.10 of the California *Public Utilities Code*, with its registered office at One Gateway Plaza, Los Angeles, CA 90012 ("Metro") and

The Los Angeles Organizing Committee for the Olympic and Paralympic Games 2028, a California nonprofit public benefit corporation [California Secretary of State Control ID 370549], with its principal place of business at USC Tower, 1150 South Olive Street, Suite 700, Los Angeles, CA 90015 ("LA28")

for transportation services and programs, as well as projects that are directly related and supportive, among other ancillary matters, of the 2028 Olympic and Paralympic Games hosted in the City of Los Angeles and surrounding region (the "Games" or "2028 Games"), as further set forth herein.

NOW, THEREFORE, in consideration of the benefits to be derived by each Party, and of the promises contained herein, the Parties agree as follows:

1.0 [RESERVED]

2.0 KEY DEFINITIONS

The terms and phrases in this Section 2.0, in quotes and with initial letter(s) capitalized, shall have the defined meaning, as set forth below, whenever used in this Metro MOU. This Section 2.0 is intended to include key definitions but is not an exhaustive list of definitions. Additional terms may be defined throughout when designated using the name initial-capitalization nomenclature.

2.1 "Games Agreement": The agreement by and between LA City and LA28 effective as of December 28, 2021, Los Angeles City Contract No. C-139679

2.2 "Games Enhanced Transit System" or "GETS": A supplemental bus system that will be used to transport Spectators and Workforce between Games venue sites and satellite locations in the Southern California region, to include park and rides, buses to existing transit stations, and supporting bus facilities.

2.3 "Games Mobility Executives" or "GME": Consistent with the Games Agreement, at Section 6.8.1 – Mobility Transportation Plan, the GME is comprised of LA City Mayor's Office of Major Events, the LA City Department of Transportation (LADOT), Metro, the Southern

California Regional Rail Authority (SCRRA, or “Metrolink”), the State of California Department of Transportation (Caltrans), and the Southern California Association of Governments (SCAG).

2.4 “Games Operations Center”: Coordination and command center to facilitate providing centralized information, coordination, reporting and decision-making.

2.5 “Games Route Network”: A network of lanes on freeways and arterial roads that will have restricted access by Games-related vehicles only (potentially including the GETS vehicles and regular transit vehicles) to support consistent travel times between Games locations.

2.6 “GME Priority Projects”: List of projects/workstreams selected by the GME for funding advocacy because they either serve a specific and critical Games delivery need (*e.g.*, GETS, Games Route Network) or are beneficial and supportive of the transport strategy for the Games (*e.g.*, a network of bus-only lanes).

2.7 "Host City Contract" or "HCC": The agreement entered into on or around September 29, 2017, by and amongst the IOC, LA City, and the United States Olympic and Paralympic Committee (USOPC) for the 2028 Games. LA28 later became a party to the HCC through a joinder agreement executed in November 2018, LA City contract no. C-130124.

2.8 "IOC": Per the Olympic Charter, the International Olympic Committee is the supreme authority of and leads the Olympic movement and games, which are its exclusive property. The IOC is the international, non-governmental, sports governing body of the Olympic Games, with its headquarters at Maison Olympic, CP 356, 1007 Lausanne, Switzerland.
<https://www.olympics.com/ioc>

2.9 "LA City": The City of Los Angeles, a municipal corporation, and party to the Games Agreement and the Host City Contract.

2.10 “Metro Baseline Services”: The level and range of Metro public transportation services customarily provided by Metro were the 2028 Games not occurring. To define the mutually agreed Service Delivery Scenario, the Metro Baseline Services shall not substantially or significantly deviate from Metro’s operational services (including routes, frequency, and types of services) that will be in effect on July 1, 2028. As between Metro and LA28, all costs associated with establishing and maintaining Metro Baseline Services shall be the sole responsibility of Metro.

2.11 Metro Enhanced Services: The level and range of mutually agreed-upon Metro public transportation services to be provided by Metro beyond Metro Baseline Services, whether in scope or type, as set forth in *EXHIBIT A – Metro Statement of Work*.

2.12 "Mobility and Transportation Plan": Consistent with the Games Agreement, at Section 6.8.1 – Mobility Transportation Plan, the plan to be established by LA28 for the 2028 Games, which shall include, among other things, detail on the “Games Route Network”, state and federal coordination, mobility hubs and depots, demand management, community engagement, communications planning, collaboration opportunities with Olympic marketing partners, and other related matters.

2.13 "National Special Security Event" or "NSSE": A designation granted to the 2028 Games by the Department of Homeland Security. The United States Secret Service (USSS), in collaboration with the Federal Emergency Management Agency (FEMA) and the Federal Bureau of Investigation (FBI), all of which will provide direction to the development of the operational security plans and the counterterrorism overlay for the Games. Other Federal agencies will assume roles consistent with their authority under federal law.

2.14 "NSSE Executive Steering Committee" or "NSSE ESC": Consists of USSS, FEMA, FBI, City of Los Angeles Police Department (LAPD), County of Los Angeles Sheriff's Department (LASD), and State of California Highway Patrol (CHP). Transportation is among twenty other NSSE Sub-Committees focusing on specific lines of effort which have been scoped into the NSSE. Each Sub-Committee is managed by its respective co-chairs reporting through the NSSE ESC. Metro is identified as one of the co-chairs of the NSSE Transportation Sub-Committee. Notwithstanding any other provision herein, all Metro costs and financial obligations from decisions and directives made by the NSSE ESC and/or the NSSE Sub-Committees shall be borne and defrayed exclusively through public grant mechanisms and appropriations.

2.15 "Olympic Family Stakeholders": means the National Olympic Committee (NOC) Delegations (athletes, coaches, trainers, etc.), International Federations (technical officials, etc.), Accredited Broadcast, Accredited Press, Accredited Olympic Family (International Olympic Committee [IOC] Members, Dignitaries, etc.), Accredited Marketing Partners (MPs) and MP Workforce.

2.16 "Paralympic Closed System": A fleet of vehicles with an increased capacity for wheelchair users to accommodate Paralympic Family stakeholders with accessibility needs, including but not limited to the Paralympic Athlete Bus System.

2.17 "Paralympic Family Stakeholders": means the National Paralympic Committee (NPC) Delegations (athletes, coaches, trainers, etc.), International Federations (technical officials, etc.), Accredited Broadcast, Accredited Press, Accredited Paralympic Family, Accredited MPs and MP Workforce.

2.18 "Parties" and "Party": Metro and LA28 are referred to collectively as the Parties and individually without differentiation as a Party.

2.19 "Service Delivery Scenarios": The Service Delivery Scenarios shall delineate the planned services Metro will provide to support the 2028 Games. The Service Delivery Scenario will be the foundation for Metro's planned scope of work, to be agreed-upon by the Parties in Exhibit A to this Metro MOU. Metro's scope of work shall be more clearly defined and directly tied to federal, state, and other public funding secured for these services. The Service Delivery Scenarios will include Metro's cost estimates and planned operation costs for all aspects of the jointly agreed-upon services. This shall include specifics on Metro's service delivery and set deadlines for decisions or actions related to securing available funding for the Parties' agreed-upon needs. The Service Delivery Scenarios shall consider any adjustments to competition schedules LA28 may elect to make in its sole discretion to accommodate the Parties' jointly agreed-upon service requirements.

2.20 “Spectators”: Persons with valid tickets for admission to Games event(s).

2.21 "Spectator App": An official LA28 software application that runs natively on iOS and Android mobile devices, that is distributed through the official Apple and Google App Stores, and that would be used by fans before and during the games to plan their in-person Olympic and Paralympic experiences, including but not limited to ticketing, transportation, accommodation, wayfinding and other functionality specific to in-person activities at the 2028 Games.

2.21 "Third-Party Transportation Services": Transportation services, other than those operated by Metro, by any entity cooperating to support the provision of the GETS or LA28.

2.22 “Workforce”: Any LA28 employees, contingent workers, volunteers, and contractors, including management and operations staff, personnel and other service providers.

3.0 FUNDS AND APPROPRIATION

3.1 Notwithstanding any provision of this Metro MOU to the contrary, whether expressly or by implication, the Parties acknowledge and agree to each of the following:

3.1.1 Metro shall not be obligated for performance of Metro Baseline Services during any of Metro's future fiscal years unless and until Metro’s Board of Directors appropriates funds for the subject programs or services in Metro’s Budget for each such future fiscal year. In the event or to the extent that funds are not appropriated for such programs or services, then Baseline Services under this Contract shall terminate commensurately as of June 30 of the last fiscal year for which funds were appropriated. Metro shall notify LA28 in writing of any such non-allocation of funds at the earliest possible date.

3.1.2 Metro Enhanced Services will be funded, if at all, from supplemental grants and awards and/or any cost savings derived from regulatory relief that Metro receives, and/or other new value to Metro pursuant to this Metro MOU (collectively, “New Consideration”). Notwithstanding any other provision of this Metro MOU to the contrary, whether expressly or by implication, Metro shall not be obligated for any Metro Enhanced Services, in full or in part, unless and until sufficient New Consideration is designated, dedicated or committed to Metro. Without limiting the foregoing, to whatever extent that there is insufficient New Consideration to fully support Metro Enhanced Services, the Parties shall collaborate in good faith to mutually agree upon potential service adjustments to preserve performance of Metro Enhanced Services and to the maximum extent commercially reasonable Metro shall perform a pro rata portion of the Metro Enhanced Services commensurate with the actual New Consideration.

4.0 RELATIONSHIP OF THE PARTIES

4.1 The Parties are and shall remain at all times, as to each other, wholly independent entities. Without limiting the foregoing:

4.1.1 No authority or power exists for any Party to incur any debt, obligation, or liability on behalf of the other Party except to the extent, if any, as is expressly granted in this Metro MOU.

4.1.2 No employee, agent, or officer of a Party shall be deemed for any purpose whatsoever to be the partner, agent, employee, or officer of another Party.

4.2 The Parties, and each of them, hereby disclaim any use of "partner" or "partnership" in this Metro MOU, the Games Agreement, or the Host City Contract, as a reference to an existing or intended legal relationship between the Parties. Instead, the terms are used merely colloquially or in the parlance of common sales and marketing jargon to mean cooperative participation or participants, not as terms of art with legal meaning nor establishing a legal relationship of partnership per, inter alia, California *Corporations Code* 16100, et seq. or otherwise.

4.3 Similarly, the use of "collaborative" in this Metro MOU (whether in adjective, verb, or noun form) is not intended to, and does not, relieve or otherwise excuse LA28 from its obligations for the 2028 Games.

5.0 METRO & LA28 COLLABORATIVE RESPONSIBILITIES

5.1 Parties will continue to coordinate in the development of GME Priority Projects, including the Parties mutually sharing relevant information regarding factors that impact public transit demands and needs, including but not limited to, Games schedule, anticipated volume of ticket sales, park and ride locations, and venue locations. For avoidance of doubt, each Party shall retain sole discretion over the information it chooses to exchange, but the Parties acknowledge that they will engage in good faith discussions and exchanges.

5.2 Parties to agree upon a Service Delivery Scenario based upon available funding, considering elements to be agreed between the Parties that may include, but are not limited to, operational costs, safety and emergency planning, volume of Spectators and Workforce. Metro will not be expected to fund projects, programs, or delivery of services specific to the 2028 Games outside the funded Service Delivery Scenario. For avoidance of doubt, Metro shall continue to be solely responsible for delivering Metro Baseline Services during the period in which the Games occur.

5.2.1 Parties acknowledge and agree that compensation to Metro for services under the Services Delivery Scenario, e.g., governmental grants, or any other public funding source, shall be limited to funding for services provided at levels above Metro Baseline Services. Any funding received by Metro for services under the Services Delivery Scenario shall not be used to supplement or otherwise supplant Metro Baseline Services.

5.2.2 The GETS shall be the initial delivery service prioritized under the Service Delivery Scenario.

5.3 Develop joint advocacy principles for Metro and LA28 to engage in coordinated advocacy for delivery of required Games-specific projects not covered by existing funding sources.

5.4 Parties to develop joint principles around the governance of Third-Party Transportation Services by June 30, 2026.

5.5 Parties to work together in good faith to support the transportation-specific volunteer recruitment efforts of each respective Party for services and programs under this Metro MOU.

5.6 Parties to jointly define Games-specific testing and readiness principles for the GETS and Paralympic Closed System by [DATE TO BE DETERMINED].

5.7 Parties to consult on transportation-specific Road Event Principles that relate to, and impact, the GETS.

6.0 METRO RESPONSIBILITIES

6.1 Metro is the lead public agency to receive, administer, and manage public funding for Metro-led GME Priority Projects, specified in the MOU, in coordination with the applicable funding agencies.

6.1.1 Upon the appropriation or allocation to Metro of any public funding for Games-related transportation projects, and subject to any applicable law and regulation, Metro will consult LA28 and GME agencies prior to determining the order, amount, and means of disbursement of such funds to GME agencies.

6.2 Metro to continue undertaking transportation studies to assess needs, capacity, and increased demands the Games will pose as needed, and will make such studies available to LA28.

6.3 Metro to develop the GETS, as follows:

6.3.1 The GETS service plan will identify scenarios for increased service, starting with the existing LA County Metropolitan Transportation Authority (LACMTA) regional transit network. Service levels may include an increase in the level of service on Metro's existing bus/rail transit system, coordination with other municipal transit operators, and/or the provision of a supplemental fleet of buses, bus operators, and related staff and supporting facilities.

6.3.2 Metro to implement and manage the GETS, including contracting, securing, and arranging for delivery of all buses, transit operators, related staff, and supporting facilities needed for the GETS, including passenger staging, boarding, and loading/alighting facilities within the public right-of-way.

6.3.3 Metro to serve as the lead coordinator with other public transportation agencies and operators within the agreed-upon geographic limits of the GETS.

6.3.4 Metro to lead the planning of routes, schedules, number and type of buses required, and staffing for operations and maintenance of the GETS.

6.3.5 Metro to identify and provide cost estimates to provide maintenance facilities and related staff for GETS buses, including the cost of establishing a contingency fleet. Metro will manage or contract for the operation of maintenance facilities and staff.

6.3.6 Metro to identify and provide cost estimates to deliver training for all transit operators and related staff for GETS. Metro will deliver or contract the training for transit operators and related staff for GETS. In addition, Metro will collaborate with LA28 and the NSSE ESC on security training and exercises as it relates to securing the GETS. All costs and financial obligations from decisions and directives made by the NSSE ESC with respect to such security training and exercises shall be borne and defrayed exclusively through public grant mechanisms and appropriations.

6.3.7 Metro to ensure operations of the GETS to provide safe and efficient transportation, including responsibility for any Metro security obligations included in the security strategy created by the NSSE ESC and/or other relevant local, state, or federal public safety entities as expressly agreed to by Metro. All costs and financial obligations from decisions and directives made by the NSSE ESC and/or other relevant local, state, or federal public safety entities with respect to such security strategy shall be borne and defrayed exclusively through public grant mechanisms and appropriations.

6.3.8 Metro to secure all necessary permits related to GETS.

6.4 Metro to identify and provide cost estimates to secure GETS “Temporary Mobility Hubs” as parking and staging areas taking into consideration LA28 Games Schedule and GETS operational plans.

6.5 Metro shall consult with SCAG, LA28, and other GME partners to develop and implement transportation demand management (“TDM”) strategies.

6.6 Metro to provide and operate a specified number of transit vehicles to LA28 with the capacity for wheelchair users for the Paralympic Closed System. Costs and payment methods to be included in the Service Delivery Scenario development.

6.7 Subject to other public funding sources (*e.g.*, government grants) for those portions of the Metro Enhanced Services that include the GETS, Metro is responsible for delivery of the mutually agreed-upon Service Delivery Scenario.

6.8 Pursuant to Exhibit A, Metro to take appropriate measures to accommodate Games time ridership needs including, but not limited to, extended operating hours and an increase in service frequency.

6.9 Metro to allow Games Spectators and accredited Workforce access to Metro Bus/Rail systems, that will allow for seamless transit to venues. Fare costs and payment methods to be included in the Service Delivery Scenario development.

6.10 Metro to allow accredited Games Family Stakeholders, including LA28 staff, access to Metro Bus/Rail systems for a specified duration before and during the Games. Fare costs and payment methods to be included in the Service Delivery Scenario development.

7.0 LA28 RESPONSIBILITIES

7.1 LA28 to develop a technology roadmap focused on integrating business needs into the Spectator App in consultation with Metro. Any sharing of Metro transit user data shall follow California *Streets and Highways Code* section 31490. Any sharing of LA28 fan data shall occur pursuant to a data sharing agreement between the two parties and must follow applicable data protection laws such as GDPR, CCPA and FADP. This roadmap will also include the planning and mapping out, to the extent commercially reasonable, of data integrations with third parties such as iOS and Android operating systems and ticketing and hospitality partners such as AXS, Eventim, and On Location Experiences. Any operations details of app integration or related services or products that affect Metro’s delivery of related services (e.g., GETS system operations) to be included in the Service Delivery Scenario development.

7.2 LA28 to undertake transportation studies to assess needs, capacity, and increased demands the Games will pose, and will make such studies available to Metro when relevant, in LA28’s sole discretion, to ensure consistency and coordination with the GETS.

7.3 LA28 to support Metro in providing efficient and reliable GETS.

7.3.1 LA28 to provide access to the Games Route Network for GETS and regular Metro buses to the extent operationally feasible to ensure reliability of service. The terms and conditions of Metro’s access to the Games Route Network shall be set forth in Exhibit A.

7.3.2 LA28 to identify, in consultation with Metro, GETS boarding and alighting zones proximate to Games venues. Costs and funding methods to be included in the Service Delivery Scenario development.

7.4 LA28, in conjunction with the NSSE ESC, will develop a security plan (including roles and obligations of responsible parties) around Games transportation systems. All Metro costs and financial obligations from decisions and directives made by the NSSE ESC with respect to such security plan shall be borne and defrayed exclusively through public grant mechanisms and appropriations. The plan described in this section shall be set forth in *Exhibit C – Games Security Plan*.

7.5 LA28 provides introductions to Metro and certain LA28 partners (e.g., ticketing, venues, and other commercial partners of interest).

7.6 LA28, in consultation with Metro, may include a technical solution within the Spectator App to address fare solutions, payment options and other relevant information related to transportation. Any operational details of app integration or related services or products that affect the delivery of Metro’s related services (e.g., GETS system operations) to be included in the Service Delivery Scenario development.

7.7 LA28 to define Vehicle Access and Parking Permits (“VAPP”) and Local Access and Parking Permits (“LAPP”) principles in coordination with venue cities.

7.8 LA28 to be responsible for Games Operations Center and to define Games Operations Center principles.

7.9 LA28 to augment Metro advocacy with other national transit agencies and relevant public entities on the development and public funding of GETS.

7.10 LA28 and local jurisdictions will define and plan Local Area Traffic Management and Parking (LATMP) in consultation with Metro and other GME Partners.

7.11 LA28 provides relevant updated Games planning information when reasonably practicable.

8.0 COMMERCIAL, MARKETING & COMMUNICATION OPPORTUNITIES

8.1 LA28 and Metro shall discuss in good faith potential commercial, marketing, and communications opportunities subject to the agreed-upon terms, conditions and guidelines to be set forth in *Exhibit B – Marketing and Intellectual Property Licensing*. Such opportunities shall be negotiated subject to the scope of services delivered by Metro under the Service Delivery Scenario agreed to by the Parties.

8.2 For the avoidance of doubt, no license or right to the use of any Olympic- or Paralympic-related symbols, emblems, marks, designations or terminology, including but not limited to (a) the words “Olympic” and “Olympiad” and “Paralympic”; (b) the symbol of the IOC, consisting of five interlocking rings, and/or (c) the symbol of the International Paralympic Committee (“IPC”), consisting of three Agitos (all Olympic or Paralympic symbols, emblems, marks, designations and terminology, collectively, the “Olympic Marks”), is granted to Metro by this Metro MOU. In addition, Metro shall refrain from creating and/or using any mark, symbols, emblems, designation or terminology that is confusingly similar to any of the Olympic Marks. Any use of Olympic Marks in the United States is restricted by Title 36, United States Code, Section 220506, and may be used only with the prior written permission of the United States Olympic and Paralympic Committee (“USOPC”), United States Olympic and Paralympic Properties (“USOPP”), the IOC, the IPC, or any of their respective Affiliates, as applicable; provided that (i) nothing contained herein shall prevent Metro from negotiating or entering into separate agreements with the USOPC, USOPP, the IOC, the IPC, or any of their respective Affiliates, as applicable, for the use of any Olympic Mark nor restrict Metro’s use of any Olympic Mark pursuant to any such separate agreements, and (ii) if permitted by the USOPC, USOPP, the IOC, the IPC, or any of their respective Affiliates, as applicable, LA28 will provide Metro with an approved designation and/or terminology and, if necessary, a limited license or sublicense to use certain Olympic Marks. For purposes of Section 8.0 of this Metro MOU, “Affiliate” means with respect to a Person, any other Person that, directly or indirectly through one or more intermediaries, controls, is controlled by, or is under common control with, such initial Person. “Person” means any individual, partnership, firm, limited liability company, corporation, association, trust, unincorporated organization, governmental authority or other legal entity of any kind.

8.3 LA28 Marks. No license or right to any present or future trademark, service mark, copyrighted work or other intellectual property, including any logo, sport pictograms and/or mascot of LA28, the USOPP, and the USOPC (all trademarks, service marks, copyrighted works

and other intellectual property of LA28, the USOPP, and the USOPC, collectively, the “LA28 Marks”) is granted to Metro by this Metro MOU. As between Metro and LA28, Metro expressly acknowledges and agrees that LA28 Marks are or will be protected by state and federal trademark, copyright, unfair competition and other applicable laws, and may be used only with the prior written permission of LA28 pursuant to Exhibit B or any other relevant separate agreement between the Parties.

9.0 ADVERTISING REVENUE GENERATION

9.1 Metro agrees to secure media inventory in host region to protect against ambush marketing and advertising investments as required by the IOC for that Games period from June 12, 2028, through September 4, 2028.

9.2 Metro agrees to make system media inventory locally available for sale to LA28, IOC, and/or their respective sponsors for that priority option period from June 30, 2026, through July 1, 2027. It is not required that sponsors or LA28 buy all available inventory.

9.3 LA28 will create a marketplace, with pricing approval from Metro (or its designated media operators) prior to launch, that will allow 2028 Olympic and Paralympic Games sponsors to purchase advertising from Metro’s advertising operators OutFront and Intersection. This marketplace will serve as an auction of Metro’s advertising assets, and the winning bidder would contract with the operator (Intersection, OutFront, *etc.*). There will be no financial limits placed on the bids over the baseline price.

9.4 Metro agrees not to sell advertising assets to brands that compete with the 2028 Olympic and Paralympic Games sponsors during the Games period from June 12, 2028, through September 4, 2028. LA28 shall work in good faith to work with Metro and its media operators to update them on sponsor competitor sensitivities as new partners are on board.

10.0 PUBLIC RECORDS ACT

10.1 LA28 understands and agrees that any and all records, documents, drawings, plans, specifications and other information relating to conduct of MTA's business, including information created, submitted, provided, relating to or under this Metro MOU (collectively, “Games Project Records”) are subject to the provisions of the California Public Records Act, California *Government Code* sections 6250, et seq. (“CPRA”) and/or the Federal Freedom of Information Act, Title 5 USC 552 (“FOIA”).

10.2 Metro will not advise as to the nature or content of Games Project Records entitled to protection from disclosure under the CPRA or FOIA but will use best efforts to provide LA28 prompt notification of any third-party request prior to any Metro response or disclosure.

10.3 LA28 shall timely notify Metro whether and to the extent it objects to disclosure of Games Project Records, and seek the appropriate judicial relief under the CPRA or FOIA.

10.4 If LA28 does not timely notify Metro of any objection to disclosure, then Metro may comply with the request as required by the CPRA or FOIA.

10.5 In the event of any proceeding or action concerning or seeking the disclosure of any of Games Project Records, LA28 understands and agrees that Metro's sole involvement and responsibility will be as a custodial stakeholder, retaining the Games Project Records until otherwise ordered by a court of competent jurisdiction. LA28, at its sole expense and risk, shall be responsible for any and all fees, costs, and expenses for prosecuting or defending any action concerning Games Project Records.

11.0 GOVERNING LAW, JURISDICTION, AND VENUE

11.1 The Parties acknowledge and agree that this Metro MOU is entered into and to be performed exclusively in the State of California.

11.2 This Metro MOU shall be governed by, and construed in accordance with, the substantive and procedural laws of the State of California, except to the extent that there is federal preemption.

11.3 LA28 acknowledges and agrees to the exclusive jurisdiction of the courts of the State of California for all purposes regarding this Metro MOU and further agrees and consents that venue of any action or proceeding brought hereunder shall be exclusively in the County of Los Angeles.

12.0 AUTHORIZATION WARRANTY

Each Party represents and warrants that the person executing this Metro MOU on its behalf is a duly authorized agent who has actual authority to bind said Party to each and every term, condition, and obligation of this Metro, and that all requirements have been fulfilled to provide such actual and binding authority.

13.0 IOC APPROVAL REQUIRED

This Metro MOU and the terms hereof shall be subject to approval by the IOC ("IOC Approval") for the Metro MOU to become binding and enforceable by and against the Parties. LA28 shall seek IOC Approval, and Metro shall cooperate with and support LA28 in obtaining IOC Approval. Notwithstanding anything to the contrary in this MOU, the Parties, and each of them, shall not be entitled to revoke or otherwise withdraw any offers or obligations under this Metro MOU prior to the receipt of IOC Approval, so long as such approval is obtained in a signed writing no later than April 30, 2026.

14.0 [RESERVED]

15.0 COOPERATION; FURTHER ASSURANCE

The Parties acknowledge that the success of services under this Metro MOU requires cooperation of the Parties at all times and that each Party shall use its best efforts to keep the other fully informed in a timely manner as to the progress of their plans and activities, any particular

difficulties and issues encountered by them, any changes in plans and any other information that might affect the obligations of the other Party under this Metro MOU. Each Party agrees to, with reasonable diligence, do all such things, provide all such assurances and assistance and execute and deliver such other documents or instruments as may be reasonably required to give effect to the terms and purpose of this Metro MOU and to carry out its provisions.

16.0 NOTICE

Any demand, notice, or other communication to be given in connection with this MOU, must be in writing and given by personal delivery, registered mail or e-mail addressed:

in the case of LA28, as follows:

Paul Brooks
1150 S. Olive Street, 7th Floor
Los Angeles, CA 90015
Email: paul.brooks@la28.org
With copy to: legal@la28.org

and in the case of Metro, as follows:

Seleta Reynolds, Chief Innovation Officer
Los Angeles County Metropolitan Transportation
One Gateway Plaza
Los Angeles, CA 90012
ReynoldsS@metro.net

or to such other street address, individual or e-mail address as may be designated by notice given by either Party to the other.

17.0 CONFIDENTIALITY

To the maximum extent permitted by law and under Section 10.0 PUBLIC RECORDS ACT of this Metro MOU, Metro shall not release or make any public statement concerning the LA28's Games plans without prior consultation with LA28; provided that nothing in this Section shall be construed or deemed (1) to prevent LA28 from making any statement regarding its Games plans, or (2) to restrict Metro in its capacity as a public entity, including but not limited to any public hearings, meetings, testimony, or communications regarding of LA28's Games plans.

18.0 NO OBLIGATIONS FOR UNRELATED PARTIES

18.1 None of the IOC, the IPC, the USOPC, the USOPP or any of their respective Representatives, nor any Representative of OCOG (all of the foregoing, collectively, "Unrelated Parties") shall incur any financial responsibility or liability of any kind or nature whatsoever in connection with or arising out of this Metro MOU or any subsequent agreement between the Parties relating to the subject matter hereof.

18.2 Without limiting the foregoing, neither LA28 nor Metro shall be deemed to be an agency, instrumentality, joint venture, or agent of any Unrelated Party.

18.3 Metro acknowledges and agrees that it has no right of recovery of any kind under this MOU against the USOPC, the USOPP, the IOC, or IPC or any of their representatives, and that the sole and exclusive recourse or remedy by Metro for any cause of action under this MOU shall be against the assets of LA28 only. The USOPC, the USOPP, the IOC, and IPC shall be a third-party beneficiary of this Section 18.0 with full rights of enforcement thereof.

19.0 APPLICABLE DOCUMENTS

19.1 This section identifies the documents that form the entire Metro MOU and establishes the interpretative priority of the documents.

19.2 This base document, along with Exhibits A through C, attached hereto and listed below, collectively form and are referred to hereinafter and throughout as the “Metro MOU.” In the event of any conflict or inconsistency in the definition or interpretation of any word, responsibility, schedule, or the contents or description of any task, deliverable, goods, service, or other work, or otherwise between this base document and any of the exhibits, or between exhibits, such conflict or inconsistency shall be resolved by giving precedence first to this base document:

19.2.1 EXHIBIT A – Metro Statement of Work [NOT ATTACHED – PENDING]

19.2.2 EXHIBIT B – Marketing and Intellectual Property Licensing [NOT ATTACHED – PENDING]

19.2.3 EXHIBIT C – Games Security Plan [See, section 7.4, above] [NOT ATTACHED – PENDING]

19.3 This Metro MOU constitutes the complete and exclusive statement of understanding between Parties with respect to the subject matter hereof, and supersedes any and all prior or contemporaneous agreements, whether written or oral, including but not limited to the MOU Term Sheet executed on September 25, 2025.

19.4 This Metro MOU may be modified or changed from time-to-time but only by written Amendment(s) duly authorized and executed by both Parties. Without limiting the foregoing, such Amendment(s) would apply to adding or changing any of the Exhibits hereto.

20.0 CONTINUATION

20.1 The Parties will continue to engage with each other and stakeholders to finalize *Exhibit A – Metro Statement of Work* no later than June 30, 2026.

20.2 The Parties will continue to engage with each other and stakeholders to finalize *Exhibit B – Marketing and Intellectual Property Licensing* no later than October 30, 2026.

20.3 The Parties will continue to engage with each other and stakeholders to finalize *Exhibit C – Games Security Plan* no later than December 31, 2027.

[Remainder of page intentionally left blank, signature page follows]

SO ACCEPTED AND AGREED:

**LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY**

Stephanie Wiggins
Chief Executive Officer

Date

**LOS ANGELES ORGANIZING
COMMITTEE FOR THE OLYMPIC
AND PARALYMPIC GAMES 2028**

Reynold N. Hoover
Chief Executive Officer

Date



Board Report

File #: 2020-0815, **File Type:** Motion / Motion Response

Agenda Number: 42.

REGULAR BOARD MEETING DECEMBER 3, 2020

Motion by:

DIRECTORS GARCETTI, SOLIS, HAHN, KUEHL, BUTTS, AND GARCIA

2028 Mobility Concept Plan

Los Angeles County is currently investing billions in infrastructure for lasting mobility and equity benefits. The 2028 Olympic and Paralympic Games present a once-in-a-lifetime opportunity to leverage that investment for the long-term benefit of our community.

By some measures, the 2028 games will be the largest transportation event ever held. Altogether, over eight million ticketholders, 10,500 athletes, and 30,000 broadcasters and media will attend. The Downtown Sports Park area alone, including Exposition Park and Staples Center, is expected to see daily attendance of up to 360,000 people.

These eight million ticketholders will need to travel between lodging, venues, and other activity centers across all of L.A. County. The largest venues will be in Downtown L.A., Long Beach, Inglewood, Carson, and the San Fernando Valley. The Games Plan also includes other venues and activity centers in Westwood, Santa Monica, Burbank, Pasadena, and San Dimas. An unprecedented effort of planning and coordination between jurisdictions will be required to manage travel between these sites.

Mobility investments to help serve Los Angeles in 2028 could follow two possible paths. In the first path, venues and activity centers are connected with temporary facilities. After the games conclude, L.A. no permanent facilities would remain.

In the second path, venues and activity centers are tied together with permanent facilities that connect and benefit Angelenos for the future. Residents and visitors will continue to benefit from these facilities long after the games, leaving a lasting legacy that serves all Angelenos.

According to the LA28 organizing committee, it is clear that no new permanent infrastructure is needed to host the Olympic and Paralympic Games. L.A. could successfully host the games tomorrow without new infrastructure, recognizing that the games will still rely on a carefully-planned route network of mobility corridors to efficiently link spectators, athletes, and media to venues and

other activity centers. Through its Mobility Working Group, the organizing committee has already initiated planning efforts for this route network in collaboration with the City of Los Angeles, Metro, Caltrans, and Metrolink, with more agencies to be incorporated as detailed planning advances.

With LA28 advancing its mobility planning, the time has come for Metro to take the opportunity to integrate its larger vision and plans into LA28's work. Otherwise, Metro risks not being able to take full advantage of the games planning for lasting and equitable infrastructure and mode shift for all Angelenos.

Metro also has a role to play as a convener across county lines. The 2028 Olympic and Paralympic Games are expected to have venues in at least three Southern California counties. Given the huge number of expected spectators and participants, multi-county coordination will be required to ensure efficient travel. A spectator living in the Inland Empire or an athlete's family staying in Orange County should be able to take advantage of an improved Metrolink system or integrated ExpressLanes network, for example.

The top priority for Metro's LA28-related investments will remain *28 by '28*, particularly four pillar projects. In addition, preparing a mobility concept plan of potential permanent projects and programs now means that Metro can ensure LA28-related mobility investments are planned, scoped, and implemented for lasting mobility and equity benefits for all Angelenos.

SUBJECT: 2028 MOBILITY CONCEPT PLAN

RECOMMENDATION

APPROVE Motion by Directors Garcetti, Solis, Hahn, Kuehl, Butts, and Garcia that the Board direct the CEO to:

- A. In consultation with LA28, the cities of Los Angeles, Inglewood, Carson, and Long Beach, Caltrans, Metrolink, and other relevant jurisdictions, prepare a mobility concept plan of permanent transit and transit-supportive projects and programs that can help serve the 2028 Olympic and Paralympic Games, including but not limited to:
1. Core Transportation Modes
 - i. *28 by '28* projects;
 - ii. NextGen bus-only lanes and bus priority infrastructure (e.g., ATMS);
 - iii. Metro Rail service optimization and reliability improvements (e.g., Flower St. Wye, Centinela Grade Separation);
 - iv. Zero Emission Buses and charging infrastructure;
 - v. Regional rail improvements;
 - vi. Regionally-significant active transportation corridors and connections;
 2. First-Last Mile Connectivity
 - i. Station and bus stop area sidewalk and bicycle improvements;
 - ii. Slow streets, open streets, and other local activations;
 - iii. Partnerships on street furniture and shade/tree cover detailed in the Customer

- Experience Plan;
 - iv. Microtransit and micromobility;
3. Additional Projects and Programs
- i. Transportation Demand Management;
 - ii. Congestion Pricing;
 - iii. ExpressLanes;
 - iv. Inglewood Transit Connector to L.A. Stadium;
 - v. Fare capping and regional fare integration;
 - vi. Connected Corridors, RIITS, and other innovative regional traffic management solutions;
 - vii. Logistics and goods movement, including policy and technology solutions to improve last-mile delivery;
- B. Identify an interdisciplinary Metro task force to pursue the above mobility concept plan and integrate that plan into LA28's ongoing studies and the Mobility Working Group's overall 2028 Mobility Strategy;
- C. Develop, with LA28, an Olympic Games-related federal engagement strategy and funding priority proposal, including 28 by '28 projects and projects/programs identified under the above mobility concept plan;
- D. Initiate conversations with other Southern California county transportation agencies on regional transportation priorities and cross-county investments in support of the 2028 Olympic and Paralympic Games, such as federal advocacy, Metrolink, and ExpressLanes;
- E. Report on all the above to the Executive Management Committee at the March 2021 Board cycle; and
- F. Report bi-annually to the Board thereafter on the mobility concept plan, LA28 Mobility Working Group status, funding advocacy, and any other relevant LA28 preparedness efforts.



Metro-LA28 Memorandum of Understanding



Metro

Item #2026-0047

March 19, 2026

Background

- Metro Board Motion 42 (2020) - develop a regional investment and delivery plan for projects and services to support regional mobility needs for the 2028 Olympic and Paralympic Games
- Metro is leading planning and delivery of transit service to the 2028 Games venues, inclusive of the Games Enhanced Transit Service (GETS) and the existing bus and rail network
- Metro has been coordinating with LA28 for the past few years
- Metro and LA28 have not had a contractual agreement to date

Memorandum of Understanding

- Metro and LA28 have developed a draft Final Memorandum of Understanding (MOU)
- The MOU includes details on the following:
 - Metro's relationship with LA28
 - Framework for coordination of transportation services and related programs
 - Clear definition of roles and responsibilities
 - Preliminary definition of Metro's scope of work, focused on delivery of the GETS, including contingency language protecting Metro from liability if required funding does not materialize
 - Key deadlines to finalize implementation details on specific services, marketing and intellectual property, and Games security plan.

Recommendation

APPROVE the Memorandum of Understanding (MOU) with the Los Angeles Organizing Committee for the Olympic and Paralympic Games 2028 (LA28).
(Attachment A)